

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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BALTIMORE, APRIL 7, 1899.

### Warning to Legislators.

As a warning to the legislature of Tennessee, Hon. J. M. Dickinson has addressed to that body a paper viewing the proposed privilege tax upon railroads from the material and the moral standpoints. Prepared to meet an emergency, the paper shows a practical and comprehensive grasp of the subject. It naturally falls into three divisions—the effect of railroads upon communities, the relation of the State to investments in railroads and the effect upon outside capital of an anti-capitalistic spirit in legislation. In an elaborate display of statistics Mr. Dickinson compares the condition of Tennessee without railroads half a century ago with that of today, and shows the difference between railroad counties and non-railroad counties. According to his figures there was a decrease in tax values in the State between 1836 and 1844 of \$8,007,015. The railroad era began in 1845, and the first road was completed in 1854. Between that date and 1859 the taxable property increased from \$219,011,047 to \$377,208,041. As proof that this increase in values was largely influenced by railroad construction, Mr. Dickinson cites figures showing that, exclusive of slaves, the property values between 1844 and 1859 increased by \$142,491,707 in counties having railroads, and but \$61,682,459 in counties having none. These facts, he contended, were sufficient to convince anyone of the importance of railroad building with proper encouragement on the part of the people and not without proper limitations on the part of the State to insure the exercise of public franchises for the public good.

This conservative assertion leads naturally to the subject of the relation of the State to the railroads. Here Mr. Dickinson is equally lucid. He says:

A privilege tax means a tax upon the payment of which the right is acquired to what, without the payment of the tax, is prohibited. This necessarily implies a choice, an option. Where the conditions are such that there is no choice or option, then it is a contradiction in terms to call it a privilege. Can there be a privilege to do what is enjoined by the law? Have railroads any option as to operating? By the terms of their charters they were granted the right to build and operate roads between specified points and make reasonable charges for carrying persons and freight between such points. These charges are subject to regulation by the legislature.

On the faith of these rights, granted by

charter, the roads were built. The roads cannot be taken away. The money in them is a fixed and immovable investment. All that represents it is taxed by the State, counties and towns. It is a part of the permanent wealth of the State. To be of any value, it must be operated. To prevent its operation is to confiscate it. There is no limit to the amount of a privilege tax under our constitution. If put on railroads it can be raised to the point of stopping operations, and hence confiscation. Every kind of property used in business on which privilege taxes are laid, except such as has become immovably invested under charters granting rights, the exercise of which is the very life of the property, can be taken out of the business or moved out of the State. It can withdraw from the privilege-tax burden. There can be no withdrawal of railroad property from a privilege tax laid upon the business of its use.

The same argument is presented even more strongly from an opposite standpoint when the question is asked how many miles of railroad would have been constructed in Tennessee if the State had announced in granting charters that it retained the right to impose a privilege tax for operating roads and making such tariff changes in any amount the legislature from time to time might see fit, even though the amount should be so burdensome as to annihilate the privilege of operating the roads and result in practical confiscation of the property? The ultimate effect of such a policy, should it be announced now by the imposition of the privilege tax, is set forth by Mr. Dickinson as follows:

If in the face of the burdensome assessments, as compared with other States, a privilege tax be laid as a condition precedent to the discharge of a duty imposed by the law, how can Tennessee expect to occupy before the financial world anything but an avowed policy of the most pronounced hostility toward the greatest of industrial agents for the development of internal resources? Will not such a proclamation of reiterated and confirmed hostility confound all of our professions about our desire to develop our resources by a wise and just policy toward capital? How can a State expect all other kinds of capital to pour into a voracious maw that devours one kind of capital which it has attracted under grant of charter rights which the imposition of a privilege tax can utterly destroy? A State has a reputation like an individual. It cannot hide it. It will prosper or languish in proportion to its pursuit of high ideals and illustration of justice.

Tennessee's legislature should go slowly in committing the State to such a policy. Opposed to it are common, ordinary business sense, public economy, and, above all, public morality.

### Negro Mill Labor.

The announcement that the experiment of employing negro labor in the mill at Charleston, S. C., will be renewed is reviving the discussion of the availability of negroes as textile workers. There has been so little experience in this direction that much of the argument for or against the plan must necessarily be theoretical, and based upon the experience with negroes in other industries. Efforts to use them in cotton mills before the war failed after a while, not, it is believed, because of their inability to give satisfaction, but because slave labor be-

came too costly. It was more remunerative raising cotton than manufacturing cotton. It could not compete in the mills with the cheaper labor of New England. Such a proposition may be a novel one, but it without doubt explains in part the disappearance of the negroes from the mills in the fifties. The causes of the later failure in Charleston have never been dissected minutely enough to determine whether the negroes or the company were responsible for it.

Questions of expediency were involved in the ante-bellum experience. About the only matter of expediency likely to enter into the present undertaking will be the possible profit or loss to the investors in cotton mills operated by negroes. At present there appears to be little need for the negro in the cotton industry. The South has an abundance of white labor, steady and reliable and quick to prepare itself to meet changing conditions and improvements. At the same time there is a steady progression in cotton-mill building and a tendency, every day growing stronger, to diversify the products of the mills. Uninterrupted by baneful influences the Southern textile industry may reach a point of development where the supply of labor will not be equal to the demands. At that point the deficiency will naturally be found in the number of workers available for simpler movements. It

would be absurd to look to Northern immigration to fill the gap. Its progress to the South would follow the movement of the capital that has always employed it if that capital encouraged it, which is hardly likely. Moreover, it would look rather to the more skilled movements than to the primary ones. Hence, the South will have to turn to its negroes. These may or may not be qualified to meet the emergency. They certainly will not be qualified if every effort to train them, not only in the mechanical part of mill work, but in the qualities of steadiness of purpose, sobriety and cleanliness, so necessary for their success, is to be whistled down the wind by small minds who look only at today, in disregard of the fact that their children and their grandchildren must face the morrow.

### Evils to Be Corrected.

In two neighboring Southern States, Arkansas and Texas, illustrations have recently been furnished of the weights which vigorous communities are carrying in the contest for material development. In the one the people are confronted with progressive legislation presumably contrary to a constitution unequal to latter-day conditions. In the other the legislature, in spite of the warnings of experience, has deliberately set its face against obvious economic evolution to the probable injury of the State's best interests.

For weeks Texas has been intensely interested in legislation permitting the consolidation of railroad properties for

economy and greater efficiency in operation. The acts passed to that end have been vetoed by the governor upon constitutional grounds. As well as it may be observed at this distance, there seems to be no material denial of the fact that the measures were fraught with beneficial possibilities, and Governor Sayers' position appears to be free from the miasma of demagogery, notwithstanding the evident intent of a few members of his party to give his vetoes a political tinge. There are, however, differences of opinion about his wisdom, and Judge Reagan, chairman of the railroad commission, in a review of the executive and judicial acts bearing upon the question, says:

Notwithstanding this difference of opinion, no one has a higher respect for the court which delivered the opinion referred to or for the present Supreme Court, or for Governor Sayers, than I have. I do not question the patriotism, the intended fidelity to the constitution and public interests of either, but I believe they have made a mistake which, if adhered to, will be most hurtful to the honor and interests of our beloved State. It will be impossible even for great names, exalted positions and the highest characters to sanctify such a violation of principles and such a wrong to the best interests of Texas.

That the force of Judge Reagan's words is appreciated is manifested in the anxiety of the Galveston News, alert to the welfare of Texas, that all the circumstances be thoroughly understood. It says:

The vetoes of Governor Sayers opposing the consolidation of certain railways in Texas have been exploited with much pertinacity throughout the whole country, with the result that the situation has been misrepresented in one respect, that Texas has embarked upon a crusade against capital. The public mind must not be diverted from the specific point at issue, viz.: That the governor does not see his way clear, owing to constitutional objections, to favor absorption and consolidation by certain railways in the State. It is not intended here to discuss the position taken by the governor more than to say that it is a purely legal one from his view-point. Nor is it necessary for our purpose to recount the arguments of those who differ with the governor. The senate committee on internal improvements has made reply to the issues raised by the governor and so both sides are now before the people. Neither seeks undue advantage; both stand upon cold propositions of law. It is proper, however, under the circumstances, to emphasize the fact that the public should note the wide difference between an arbitrary legal proposition and a purely baseless, not to say anarchistic, war on capital. Nowhere in the governor's several vetoes, whatever may be the strength of his legal position, does there appear any outward or implied evidence of political or personal hostility to railroad corporations. It would be manifestly unjust to the governor of the State, taking the explicit terms of his vetoes as a guide—and what other guide have we?—to charge him with entertaining any other than the legal view of the situation, unwelcome as this view may be to the railroads and to citizens of the State who would be benefited by the consolidation of the roads named in the vetoes, and however much would be lessened the advantages for the rapid development of the State the union of the separate properties would involve. Until there is proof to the contrary, the legal status must be accepted as a guide for public sentiment. It may readily be seen, therefore, how great an injustice may be done the State as a whole by attributing ulterior motives to the State authorities. Thus the

case stands; nothing more nor nothing less can be made of it. The eye of capital must not be blinded to the prejudice of the State under the circumstances. It is the part of intelligent judgment that it should understand the facts in their technical bearings, and not from falsely-assumed premises.

So much for the situation in Texas, of which a word may be said later. The Arkansas case is different. The legislature of that State has passed a drastic anti-trust law. Acting under its provisions the attorney-general has instituted suits against sixty-three insurance companies for alleged violation of it. Consequently the agents of the insurance companies have received instructions to write no more business until the law is repealed or amended into reason. The effects of such violent legislation are clearly set forth in a paper of business men of Arkansas, which the legislature refused to have read. The substantial interests of Arkansas spoke as follows:

The act, as it reads, provides, among other things, that no insurance company doing business in this State shall be a member of any organization, etc., to fix rates of fire insurance, and this without reference to whether the organization so existing and the rates so fixed have any relation to property or contracts in Arkansas or not. \* \* \* \* It follows from the terms of this act that no insurance company can today do business in this State which is a member of an underwriters' board in New York city, London, Paris, Hong Kong or elsewhere, whether this affects property in Arkansas or not, and whether such organization be permissible in those places and countries or not.

If enforced the companies now representing the entire solvent and responsible insurance mediums in the world will be unable hereafter to write insurance here. \* \* \* \* The making of rates by underwriters' agencies is indispensable in the older countries, and in the large cities everywhere. At least it has been the practice there for at least two hundred years, and it is so well recognized and beneficial there that the companies will not abandon them, and the communities affected do not desire them to be discontinued. So that the effect of the act will be to compel these fire insurance companies to withdraw from this State.

The result must be that every householder who now holds fire insurance on his furniture and home, every business man who now holds fire insurance on his stock of goods, every borrower who has secured fire insurance to protect the lender, every lender whose security is dependent upon a policy of fire insurance, will, with the withdrawal of these companies, be instantly confronted with the probable demand for cancellation of all policies thus held, for policies follow the companies. Thus the householder will be without protection against fire, the merchant will have withdrawn the very basis of mercantile credit, and the borrower will be confronted with the danger of immediate foreclosure.

If these evils and damages are sought to be avoided by obtaining insurance outside of the State, the result will be that rates will be higher than now, and that no adjustment of loss can or will be made in Arkansas, but these will be made at the home offices of the companies, far from the home and influence of the assured, and thereby all our laws will be annulled which now aim to give the assured speedy trial of his rights against an insurance company before a jury in his own State and county.

The withdrawal of fire insurance under such circumstances and the poor substitute of foreign insurance through brokers abroad will reduce the credit of our mercantile interests, because it will add to the hazards of the business. It will lead to the withdrawal of moneys now loaned out and secured by mortgages, especially where the rate of interest is low, and thus widespread panic will be caused in our State, the duration and consequences of which cannot be foreseen.

And none of these consequences are in any way essential to benefit or protect Arkansas and her people.

This is not a bright outlook for Arkansas. Commenting upon the Texas situation the New York Commercial and Financial Chronicle says:

Perhaps after all, therefore, good will come out of the present experience. One beneficial effect we see is already evident: The public is thinking for itself, and it may be that hereafter instead of being guided

wholly by those who, for their own purposes, are seeking to keep alive prejudices against the roads, it will look carefully into the merits of each proposition and be its own judge as to what is best for the people's interests. We have unbounded faith in the fair-mindedness and intelligence of the Texas people, and in the event mentioned there would, we are sure, be a speedy awakening to the folly of the course which the politicians, professing to serve the public, have been pursuing for so long.

The Chronicle is entirely correct in its estimate of the people of Texas, and it might be equally applied to the people of Arkansas. In the former State the trouble seems to be a necessary evil at present due to the fact of a convention and the people making organic law unequal to future emergencies, not because of hostility to new conditions, but through failure to realize the possibility of them. In the latter State the people are under an unnecessary evil, the disadvantage of being represented by some individuals who have not rid themselves of a belated demagogery. Both States, as well as others who may in the near future elect members of a constitutional convention or of a legislature, may see in the plight of the present a warning against the selection of representatives not broad enough to comprehend the demands of the future or too selfish to sink their desire for political preferment in a purpose to act only for the welfare of the whole people.

#### Texas Cotton Compresses Combine.

A special dispatch from Austin, Texas, to the New York Commercial says:

"The cotton compresses of the South are being organized into a combine. The movement is being engineered from New York, and it is reported that the bagging and tie people are behind it for the purpose of fighting the American Cotton Co., commonly known in the South as the 'round-bale people.' All of the leading compress men of Texas have received invitations to joint the pool now being formed."

Surely this is a mistake. The good compress people who have fought the round bale on the ground that it was a trust (which is untrue), and who have posed as the friend of the farmers, certainly cannot so suddenly have become wicked enough to form a compress combine or trust, and even worse, to unite with the tie and bagging combines! There must be a mistake. The compress people, the cotton-tie trust and the bagging trust have all been so anxious to serve the farmers, and have for so many years been content to do business without profit simply in order that their dear friends, the cotton planters, might prosper, that it is worse than wicked to charge them with even thinking of forming a combined combination or trust.

#### An Inquiry From Russia.

In a letter to the Manufacturers' Record, Walter R. Bald, chairman of the Canfield Manufacturing Co., Limited, of Philadelphia, writes:

"We have just received an inquiry for samples and prices of our goods from St. Petersburg, Russia, in which they mention having seen our advertisement in your paper. We are very much pleased and hope some business will be the result."

The population of Gaffney, S. C., with the development of the town as a manufacturing center, has increased since 1893 from 1360 to 5500.

Reports from Llano, Texas, state that large shipments of graphite or black lead are being made from Llano county to England.

## THE SOUTH ON THE UPWARD GRADE.

### Iron and Cotton Typical of the General Industrial Activity.

After some years of weary waiting the South once more begins to feel the thrill of industrial activity. The promise of wide-reaching industrial development, and, necessarily, of general prosperity for the whole South, which the Manufacturers' Record continued to predict even during the time when the business depression was the greatest, but the coming of which was for a time delayed by political activity, causing a hesitation on the part of capitalists in Southern investments, is now being more than fulfilled. In every direction from Maryland to Texas there are signs of increasing business activity; manufacturing enterprises are generally crowded with orders; the iron interests are not only turning out a larger product than ever before, but are making larger profits than at any time in the past; cotton mills are running night and day; lumber interests are becoming more prosperous, and the stir of new life and enthusiasm is everywhere felt. It is difficult to make a summary even of the more important enterprises that have been definitely organized, with all of the capital secured, during the last three months, and yet a few of the more important undertakings reported during that time will show how general is the upward tendency.

Probably first in importance is the Virginia Iron, Coal & Coke Co., with a capital stock of \$7,500,000 and also in addition \$7,500,000 in bonds. This company has purchased some ten or twelve furnaces built in Southwest Virginia and Tennessee during the boom period of 1889 to 1891, and which have been idle for several years. It has also purchased the large steel and iron plant at Middlesborough, Ky., and extensive bodies of ore and coal lands. All of these furnaces will be repaired and put into blast as rapidly as possible, giving the company an annual capacity of several hundred thousand tons of pig iron when all of its furnaces are running.

The Empire Steel & Iron Co., capital \$5,000,000, backed by some very large iron and moneyed people in New York and elsewhere, has purchased the long-idle furnace at Greensboro, N. C., and will put it into operation. This company is now negotiating for a number of furnaces in Alabama, also built during the boom period, and which have been idle since then. As these are secured they will also be repaired and put in blast.

The Roane Iron Co., Rockwood, Tenn., will spend about \$200,000 in the enlargement of its furnace and in building a new furnace. The Pioneer Mining & Manufacturing Co., Birmingham, is enlarging its furnace operations, opening new ore mines and building a railroad to extensive coal properties.

A syndicate is being organized by some Alabama and Western people for purchasing and operating several Alabama furnaces. The Vanderbilt furnace at Birmingham has been purchased and will be put into blast, and the Mary Pratt furnace has been optioned and will probably be bought and go into blast. The Star and Crescent furnace at Rusk, Texas, has been leased and will be blown in as soon as the necessary repairs can be made. A plant for making cement out of slag, with a capacity of 3000 barrels a day, will be built at Ensley City, Ala., and a cooperage shop to produce 3000 kegs a day will be established under a contract to furnish kegs to the wire-nail works now building there.

The Chester Rolling Mill Co., capital \$250,000, will erect an iron and steel sheet mill at Chester, W. Va. The Caetoctin Iron Co. property at Frederick, Md., including 9000 acres of mineral land, has been purchased by people who expect to build one or more furnaces. The Cumberland Rolling Mill, Cumberland, Md., has been leased by the Potomac Steel Co., is now being overhauled, and will be put into operation making light steel rails. The Anniston Pipe & Foundry Co., Anniston, Ala., is making large improvements to its pipe works, and Tyler & Co. are erecting sewer-pipe works, and H. M. Wheedon of Boston and others have leased and will operate the Hercules Pipe Works at Anniston, Ala. The Tennessee Coal, Iron & Railroad Co. is building a large foundry and machine shop at Birmingham in connection with the Alabama Steel & Shipbuilding plant, and the American Pipe & Foundry Co. will enlarge its plant at Bessemer at a reported cost of about \$200,000. The Eagle Iron Co. has been organized to buy and operate a charcoal furnace at Attalla, and the Jenifer Furnace Co. of Jenifer, Ala., is erecting a 500-ton ore washer and improving its furnace with a view to putting into blast. Baltimore and Philadelphia people have purchased 1800 acres of land adjacent to Birmingham, with the probability of the establishment there of iron works. A \$125,000 iron foundry has been established at Newport News, and the Buffalo Iron Co. of Nashville, Tenn., will blow in its furnace at Cumberland Furnace P. O. The West Virginia Steel Co., capital \$1,000,000, will build a \$400,000 plant for making steel sheets. A dozen or more enterprises looking to the building of machine shops, the enlargement of furnace operations and the development of coal mines are under way in different parts of the South, while in copper mining some extensive purchases have been made of copper properties and large development operations will be pushed.

Turning from iron and steel matters to cotton, the activity in the building of new mills and in the enlargement of established concerns since January 1 has been very marked. The most important enterprise in that line, probably the most important in its effect of any textile concern ever reported in the South, was the decision of the Merrimac Manufacturing Co. of Lowell, Mass., to build in Alabama a mill of 25,000 spindles and 700 looms, and as soon as this is completed to continue the extension of the work until it has in one plant eight 25,000-spindle mills with an aggregate of 200,000 spindles and 5600 looms, and also bleachery and print works, the entire investment to be about \$2,500,000.

Col. Julian S. Carr and the Dukes and others of Durham, N. C., are planning the development of a 10,000-horse-power canal at Lockville, N. C., and the building of a \$1,000,000 mill. The Poe Manufacturing Co., Greenville, is adding 14,000 spindles; the Griffin (Ga.) Manufacturing Co., 6000 spindles; the Meadow Brook Cotton Mills, Texas, will build a mill of 11,000 spindles; the Tallassee Falls Manufacturing Co., Tallassee, Ala., will build a new mill of 60,000 spindles; the Benettsville (S. C.) Manufacturing Co., 10,000 spindles; the Ozark Cotton Mills, Gastonia, N. C., 8000 spindles; the Lynchburg, Va., mill will double its capacity this year and put in 22,000 new spindles; the Proximity Manufacturing Co. of Greensboro will add 8000 spindles;

the Trion Manufacturing Co., Trion Factory, Ga., 25,000 spindles; the Lanette Mills of West Point, Ga., will build a new mill of 25,000 spindles; the Clover Cotton Manufacturing Co., Clover, S. C., will add 10,000 spindles; the Cannon Manufacturing Co., Concord, N. C., 7000 spindles; the Revolution Cotton Mills, Greensboro, N. C., capital \$300,000, will build mill of 12,000 spindles; the La Grange Mill, La Grange, Ga., will add 5000 spindles; B. F. Mebane, Greensboro, N. C., will build mill of 25,000 spindles; the Willingham Cotton Mills, Macon, Ga., 5000 spindles; the Sterling Cotton Mills, Franklin, N. C., will add 6200 spindles; the Eno Cotton Mill, Hillsboro, 5000 spindles; the Louise Mills, Charlotte, 3800 spindles; the Highland Park Manufacturing Co., Charlotte, will build 7000-spindle mill at Rock Hill. These mills will all have the proportionate number of looms. The aggregate number of spindles to be put in new mills and in the enlargement of established mills, as definitely announced since January 1, including for the Merrimac Manufacturing Co., its proposed total of 200,000 spindles, will be nearly 600,000 spindles, representing an investment of \$8,000,000 to \$10,000,000.

In the utilization of cotton products, especially the building of oil mills, the activity has been almost as great as in the construction of cotton mills. Among the cotton-oil-mill companies definitely organized and with contracts let for the building of their plants are the following: A 90-ton cottonseed-oil mill at Farmersville, Texas; a \$50,000 oil mill at Mt. Pleasant, Texas; a \$25,000 oil mill at Waynesboro, Ga.; a \$50,000 oil mill at Honey Grove, Texas; a 30-ton oil mill at Nacogdoches, Texas; a \$50,000 oil mill at Cooper, Texas; a 80-ton cottonseed-oil mill at Fort Worth, Texas; a 40-ton mill at Boston, Ga.; a 60-ton mill at Dillon, S. C.; a 120-ton mill at Selma, Ala.; a 60-ton mill at Mexia, Texas; a \$30,000 mill at Aubrey, Texas; a 20-ton mill to cost \$15,000 at Acworth, Ga.; a 60-ton mill at Stephensville, Texas; a \$40,000 oil mill of forty tons capacity at Dublin, Ga.; a 20-ton oil mill at Fair Forest, S. C.; a 60-ton mill at Pittsburg, Texas; two \$50,000 mills at Decatur, Ala.; a 30-ton mill to cost \$25,000 at Gaffney, S. C. The aggregate cost of these mills already under contract will be about \$1,000,000.

A \$100,000 cotton compress will be built at Pine Bluff, Ark., and a \$25,000 cotton compress at Sumter, S. C.

The Consolidated Railway Co. of Baltimore will spend over \$500,000 in enlarging its power-house. The Georgia & Alabama Railroad is spending over \$1,000,000 in developing terminals and docks, including a \$250,000 bridge at Savannah. The Illinois Central will spend over \$1,000,000 in terminal improvements at New Orleans. The Retsof Mining Co. of New York is adding \$250,000 to its salt-mining plant at Avery Island, La. The Maryland Cement Co. of Baltimore will spend \$100,000 in doubling its mill for making cement out of furnace slag. The Raywood Irrigating & Milling Co. is spending \$225,000 for the construction of irrigation plant to supply 15,000 acres of rice land. A \$100,000 ice factory and a \$250,000 brewery are being built in Baltimore and a \$100,000 enlargement to another brewery is being made. At Newport News a company has been organized to erect an abattoir at a cost of \$500,000 to handle 3000 head of live stock a day. The Galveston Wharf Co. will build a 1,000,000-bushel grain elevator at a cost of about \$200,000. A 300,000-gallon oil refinery is being built at Waxahachie, Texas.

In West Virginia a pulp mill to cost

\$1,500,000 is to be built, and in connection with it some branch railroads to open up timber lands.

Among important enterprises under organization is a million dollar company for building and operating a power canal on the Tennessee river, a charter having been secured from Congress. A \$5,000,000 company has been organized with a view to the possible development of water-power on the Yadkin river in North Carolina. But of these prospective companies under organization the number is too great to be included in this summary, and this, moreover, is simply a record of some of the companies fully and completely organized with the capital for carrying out their enterprises already secured; many others, large and small, could be named.

The two great industries—iron and cotton—of which we have briefly summarized the more important enterprises announced since January 1, and for which all of the money has been provided, give some indication of the remarkable activity which is now being seen. The Manufacturers' Record believes that this is but the beginning. There is, of course, great danger that with the speculative spirit which is now abroad and which is especially noticeable in the financial centers and in over-capitalization of consolidations of many enterprises, there may come an unwise and undesirable speculative element in the Southern situation, but there is room for a vast expansion of the industrial interests of the South, for the building of many miles of railroad, the opening of many coal mines and the extension of all the varied business operations of this whole section on a sound, conservative basis. Wisdom, therefore, suggests the importance in such a period of rapid expansion as we have now entered upon of great prudence and caution in making investments and of extreme care in avoiding everything that tends to the boom spirit.

#### FURNACES AND RAILROADS.

#### INDUSTRIAL ACTIVITY IN EAST TENNESSEE AND KENTUCKY.

The Manufacturers' Record is advised that the extensive steel and iron plant of the Watts Steel & Iron Co., Limited, at Middlesborough, Ky., which was built about eight years ago at a cost of over \$2,500,000, has been sold to the Virginia Iron, Coal & Coke Co. The latter company, as already stated in the Manufacturers' Record, was organized several months ago by Messrs. Moore & Schley and others of New York. The office of the company is in the Empire Building, New York. Mr. George L. Carter is president. The company has purchased some nine or ten furnaces in Southwest Virginia and East Tennessee, and now adds to its property the splendid plant at Middlesborough. This company has also secured control of iron and coal properties to such an extent that all doubts in regard to an abundant supply of raw material have been removed. The Watts furnaces are in fine condition, having made an excellent record for the past year, both as to the quantity and quality of iron, and, with the improvements that are to be made to the plant and the operation of the great steel works, very marked advancement may be expected in that section. The Middlesborough Foundry & Machine Co.'s large plant will also probably become a part of the iron and steel combination at Middlesborough, and, if so, operations will be carried on on a much larger scale than has heretofore been possible.

Messrs. Lewisohn Bros., the extensive

copper operators of New York, wire the Manufacturers' Record that they have purchased copper mines in the Ducktown (Tenn.) district, and will operate them on a large scale. The connection of this firm with the enterprise ought to insure an abundance of capital for the very active development of this well-known copper district.

Some important railroad extensions are being made in the general territory of Southeast Tennessee and Kentucky and Southwest Virginia, and it is quite probable that that section will rapidly come to the front as one of the leading industrial regions of the South, fulfilling all of the claims that for years have been made as to the great mineral wealth of that territory.

#### BOUGHT BY A SYNDICATE.

#### IMPORTANT PURCHASE OF LAND NEAR BIRMINGHAM.

The Gate City property of 1800 acres adjacent to Birmingham has been purchased by a syndicate organized by Messrs. Middendorf, Oliver & Co. of Baltimore and John L. Williams & Sons of Richmond. Some months ago Mr. Thos. P. Grasty secured an option on the property, and Mr. Nicholas S. Hill, Jr., of Hill & Howard, was employed to make a thorough investigation of it. His report fully confirmed the previous reports of other experts, and on the basis of this the purchase was made.

A part of the land is immediately in the gap in the mountains through which all the railroads now entering Birmingham from the north have to pass. The property thus has the benefit of three or four railroads immediately through it. Mr. Hill reported a most remarkable combination of advantages on the property, and estimated its intrinsic value at several million dollars. It has the celebrated Red Mountain ores, which are the basis of Birmingham's iron business; limestone, glass sand, brownstone, etc., in vast quantities, and it also has through artesian wells and one or two large springs, absolutely pure freestone water, in sufficient quantity, it is thought, to supply the whole city of Birmingham with water.

In his report Mr. Hill stated that the advantages of this property are so great and the topographical features are so excellent for locating furnaces, where all of the raw materials—ore, coke and limestone—can be run into the furnaces by gravity, that "it is possible, therefore, to produce pig iron on this property for about \$1 less per ton than at any other point in the Birmingham district."

The report was so strong that a syndicate was organized and on Saturday last paid cash for the entire property. Those interested have not, it is stated, decided whether to develop the property at once on a large scale or whether to hold as an investment, in view of the generally accepted belief that Birmingham is to become one of the most populous and progressive industrial cities of America, taking close rank in that line with Pittsburg.

#### Steamer for Hampton Roads.

The New York, Philadelphia & Norfolk Railroad Co. has given a contract for a steamer which will be utilized on Hampton Roads which will be 253 feet long, forty-two feet beam, and develop 3500 horse-power. It will be operated by twin screws and contain two engines. The vessel will be one of the fastest in this country, the contract requiring a speed of twenty knots an hour. The Roach Ship Building Co. of Chester, Pa., has secured the work.

#### ACTIVITY AT BIRMINGHAM.

##### WIDE DEMAND FOR IRON REFLECTED IN OTHER INDUSTRIES.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., April 4.

Compared with the preceding week, the iron market was better, both in demand and price. But there was neither acute inquiry nor demand, but just a steady healthy demand that is so agreeable to sellers; that steadies values and makes them more uniform. There is nearer a uniformity in prices now than has prevailed for some time back. The demand comes from territory and sources that indicate a pretty general distribution. While round-lot orders from single buyers are not frequent there are plenty of orders for medium and small-size lots to give the furnaces a comfortable business, and just now that is what they prefer. The Empire Iron & Steel Co. of New York has bought the furnace at Fort Payne and will put it in blast as soon as they can arrange to do so. The property is in fair condition, and the furnace's capacity is sixty to seventy tons per day. We can safely calculate on some enlargement of capacity.

One interest here reports the business of the past week as double that of the preceding week, and the average of prices as the best of the season. Others report the week's business as fair and prices about on a parity with quotations, which we give at \$10.75 for gray forge, at which price foundry forge also sold. Several thousand tons of basic iron found buyers at \$11, while the silver grades sold moderately at \$12. No. 2 foundry was in fair demand, and during the week sold at \$11.50 to \$12 and on up to \$12.50. But it must be remembered that the extreme price is for small lots and on "hurry" orders. They command now a premium, and stock available for such demand is very scarce.

The export trade is urgent in requests to expedite shipments of past orders that are nearing maturity, and the furnaces are endeavoring to accede to their wishes. There is but one inference to draw from this action, and that is that they need the iron just as soon as they can get it. It is confirmatory of the assertion that there is no full stock of iron in any iron-using country of the world. The situation is, therefore, just as strong now as the assertions concerning it have pointed it. In my last letter mention was made of rumors afloat in reference to the absorption of the property of the Pioneer Mining & Manufacturing Co., commonly known as the Thomas furnaces. Your correspondent has information from perfectly reliable and well-informed sources that the option has been closed. The buyer is the rolling mill, or bar-iron combine, lately formed. The object is to furnish their local mills iron at the lowest minimum cost. It is understood that the purchase includes the furnace property, their ore, coal and quarry properties, their railroad and equipment and the town of Thomas. In short, the whole outfit. The price paid is said to be \$2,300,000, but at this writing I cannot positively confirm this. It is thought probably correct. The acquisition of this property enables the purchasers to produce the finished product at the lowest minimum of cost, from crudity to merchantable finished iron they alone handle it in all the various stages. It is current rumor that Mr. Hassimer, who has for years so successfully conducted the Alabama rolling mill at Gate City, will be the general manager of their Southern interests. It is a logical conclusion that the local mills will run continuously and at full capacity, for being right at the source of supply, they can be fed with operating material at less

expense than any other interests in the control of the combine. This purchase will of course take the production of the Pioneer Company off the general market, as the two rolling mills will probably absorb all of it. It is a current "audit" that two additional furnaces to the existing plant are contemplated, but this needs authoritative confirmation.

All our minor industries are full of work. The Birmingham Boiler Works have a contract for a creosote tank 112 feet long and six feet diameter, to be made of charcoal hammered iron. The plates are each 223 inches long, sixty-five inches wide and five-eighths-inch thick. They could not be obtained here, and the order for them finally landed with Ryerson & Son at Chicago. But we are nearing the time when such orders will be filled right here. The Warrior Machine Works report another fine week in hoisting engines and pumps, principally for mining interests. The Birmingham Foundry & Machine Co. and Hardie-Tynes Machine Co., as well as Means-Fulton Co., all report a fine line of work, with "feeders" that indicate they are not yet at high-water mark. The activity in real estate, the barometer that registers the degrees of confidence, has increased, and in the last three months the transactions in number and magnitude exceed by far those of the twelve months immediately preceding.

J. M. K.

#### Eastern Iron Markets.

Philadelphia, Pa., April 5.

The iron trade is difficult to define. There is an atmosphere of uncertainty. People talk of surprises and say that the present lull is only the prelude to something. The conditions are very much the same as they have been. The outlook is foggy, should some of the predicted things happen. Pig iron has not materially changed, though higher quotations have been heard of. The pressure to buy has been reduced. Makers say its renewal means higher quotations. No. 1 X foundry is quoted at \$17; No. 2 X foundry, \$16; gray forge, \$15.50; basic, \$15.25, and low phosphorus, \$19 to \$20.

The large purchases of billets at \$14.50 valley mill are supposed to be important, in view of the fact that this indicates minimum and probably maximum prices for the latter half of the year. Our people do not accept this view. Billets are quoted nominally at \$27.50, and agents say a demand is liable to spring up at any time that will send them higher.

The car builders continue to be responsible for the fractional advances of iron and for the strong tone of the market. Common is 1.40 and refined 1.50; tested and special steel bars 1.60 to 1.70. The mills are not yet booking all the orders offered.

Nails are advancing, with wire and its raw material and cut nails as usual are in sympathy.

All sheet mills continue to book orders for the best forward delivery they can make at prices 2.60 to 3.20 for Nos. 10 to 28.

Pipes and tubes are in good demand at outside prices, and a large amount of new work is coming along. Tube work is most urgent in connection with the great activity at engine and boiler works.

The plate mills are in about the same condition as a week or a month ago. The manufacturers are taking the best possible care of their customers, and the latter are arranging their work as best they can to adapt themselves to the condition of things. There are anxious purchasers for very large quantities of iron and steel plate, but the limited capacities of mills have to be carefully studied. The mill capacity in Western Pennsylvania will be

and is now sold up far in advance. Current quotations are 2.10 to 2.20 for boiler plates, 2.30 for shell, 2.40 for flange and 2.50 for fire-box.

The only answer given today is that there is an immense demand, but the managers will not vouchsafe the information as to what extent the demand is covered. Prices are very firm, and are given at 1.55 for angles, 1.61 for ties and 1.75 for beams, quotations being modified according to size and other conditions.

The high price of steel rails has checked a good deal of business. The rush for steel rails is over for the time being.

The scrap dealers report everything cleaned up and fresh supplies very hard to get.

#### THE PIG-IRON PROBLEM.

##### An English View of the Progress of America.

In an elaborate discussion of the pig-iron problem the London Statist says:

"The great pressure for steel plates, and structural iron and steel generally, is the main cause of the great pressure on iron smelters, and the scarcity of pig iron is the cause of the short supply of finished material. It is becoming more and more obvious to the trade generally that if the present demand for iron and steel is sustained—without even being increased—the question we asked a year ago, 'Will there be a pig-iron famine?' will be answered in the affirmative within six months. There is, of course, the possibility of the demand subsiding—and there is for the moment, at any rate, a distinct pause in the booking of new vessels, and in some other trades in which iron is consumed—but there is little hope of relief from America within that period. When we wrote a year ago American pig iron was coming over freely to us, and was being still more freely shipped to the Continent, and the output for 1898 was expected to reach 12,000,000 tons. As a matter of fact the output was only 11,774,000 tons, and was so much less than the consumption that the stocks were reduced to 291,000 tons, as compared with 656,000 tons at the end of 1897. And now, even though the production has been increased since January 1, the export has practically stopped, or, rather, we should say that the sales for export have practically stopped, for it is true that in the two months ending February 28 we imported from the United States 28,149 tons of pig iron, as against 16,335 tons in the corresponding two months of 1897. But these shipments were in completion of sales made some time ago, before the prospective scarcity in America was being felt. The American consumption in 1898 is now seen to have been about 12,250,000 tons, which is to say nearly half a million tons more than the production. By so much, therefore, must the output of 1899 exceed that of 1898, without absorbing every ton of stock, even if the consumption does not increase. But the consumption has increased and is increasing, so that even if the output should reach this year 14,000,000 tons, which is predicted, there will be little or any margin for export. Whatever margin there is will be in the second half, not the first half, of the year; so that the critical period will be within the next six months."

The Statist concedes that under existing conditions hardly any material increase in the English output of pig iron can be possible within the next few months, and adds:

"Whilst the American supply will be probably wanting this year, and, therefore, our imports of pigs will be a good deal smaller than last year, the exports

will be greater, because the Continent will have to come to us to make up some of the falling off in the American supply. Our exports have already begun to increase, and were 61,553 tons in February, as compared with 55,553 tons in February, 1898. If, then, home consumption and exports reached 9,000,000 tons in 1898, the total this year is not unlikely to be 10,000,000 tons. If so, that means the absorption of every ton of stock in the country, and more also. In other words—famine.

"Of course, there remains the question of increasing the output, and no doubt more furnaces can be blown in. But many more will not be blown in unless pig iron rises to famine prices, because most of them are of such antique type that they cannot be worked at a profit on anything like present range of prices. There are 593 reputed furnaces in the kingdom, of which 380 were in blast during 1898. It is extremely doubtful how many of the remaining 213 are fit to use again at all; it is probable that the majority of them could not be worked at a profit unless pig iron rose another pound per ton or so; it is certain that very few more can be blown in, whatever the price, until fuller supplies of iron ore are assured. We do not forget that some new furnaces, perhaps a dozen in all, are being built of modern type. It does not follow, however, that these will be put into blast in addition to those already blowing, but rather that they will take the place of others getting worn out. And as regards the supply of ore for any additional furnaces there may be available, there is the ominous statement from the United States that the increased output of pig iron there will necessitate the importing of ores this year—doubtless from Spain and Canada. Yet the production of iron ore in the United States has increased sixfold within twenty years, and is now about 24,000,000 tons. The prospect is indeed serious if the supply of American ore is now insufficient for the needs of American smelters, for though there are enormous reserve supplies of ore on the American continent, the value of the deposits depends on their proximity to coal.

"From the national point of view, it is not agreeable to find that whilst twenty years ago we produced 50 per cent. of the world's pig iron, we now furnish less than 25 per cent. America has taken the lead since 1890, and will easily keep it."

In this connection should be read the following from the London Iron and Coal Trades Review:

"Less than six months ago it appeared to be probable that we were likely to be inundated with imports of foreign iron and steel, and especially from the United States. This prospect was generally regarded as not far short of a calamity. Today the tables are turned, and it looks as if we were in danger of being unable to secure supplies of iron and steel from foreign sources to supplement what may be lacking in our own. Both Germany and the United States have as much to do as they appear to be able to accomplish in supplying their own wants. It is, therefore, possible that the trade of this country may be seriously hampered for lack of material which we are unable to provide at home. This consideration brings us face to face with the question whether competition in our own markets is a boon or otherwise. It is certain that if the general industry of the country is to be handicapped for lack of the materials of construction at a reasonably low price, it will be a matter of serious concern. The home works are not able to furnish at present adequate supplies of either pig iron or certain descriptions

of steel. It is equally certain that we cannot to any large extent depend on supplies from abroad at present prices. The situation thus becomes greatly changed, and possibly changed for the worse. Better that an occasional order should pass into the hands of American or German manufacturers than that the general mechanical industry of the country should suffer from the want of the most fundamental of all industrial requirements—that of sufficient supplies of material at a reasonably low price.

"For many months past, both Continental and American manufacturers have had their hands more full than usual, and have been greatly strained to meet the wants of their customers. Within the last two or three weeks the long-anticipated boom has taken place in the iron trade of the United States, and prices have been rising by leaps and bounds. It is generally expected that this movement will become more accentuated as the summer approaches, and that there is little probability of drawing further supplies of iron and steel from the United States for the current year, except in fulfilment of orders already contracted for. Today the general range of prices in the United States is as high as, and in some cases higher than, those quoted for corresponding qualities in Great Britain. Up to the present time this condition of affairs has not led to any material appreciation of prices at home, but a further rise is more than probable, and both manufacturers and consumers will no doubt make their future arrangements in accordance with the new outlook."

#### A PROGRESSIVE TOWN.

##### Gastonia as an Illustration of Southern Enterprise.

[Special Cor. Manufacturers' Record.]

Gastonia, N. C., March 31.

Gastonia, N. C., is a conspicuous representative of the new South in the best sense of that term. It is an illustration of what any town or community in the Piedmont belt having good railway facilities can accomplish in the way of growth and prosperity through their own unaided efforts. Many towns in the South sit still and vainly try to invite outside capital and effort to come and build up their town and industries. Gastonia did not concern itself to invite foreign capital and energy, but went to work to help itself. The results have been strikingly satisfactory.

The town was incorporated in 1876. It was then a rude railway hamlet, with a scant population. It now has about 4000 inhabitants. Its natural advantages, such as climate, location and the industrious and moral character of its people, have been a factor in its development. But its abundant railway facilities, being situated on the trunk line of the great Southern Railroad and at the junction of the Carolina & Northwestern Railroad, have given it everything its business men could desire in the way of railway rates and connections. Its banking facilities are first-class, two strong, conservative and well-managed banks, with ample capital, and deposits aggregating \$300,000.

Another important element of success has been the low rate of taxation. Many municipalities are burdened with an excessive tax rate, which cuts down dividends and drives away capital and settlers. Gastonia has no bonded indebtedness of any kind, hence the tax rate is remarkably low, being only eleven and two-thirds mills for county, State and municipal purposes combined.

But the great feature which has always distinguished Gastonia and given her an almost unequalled record has been the phenomenal success of her cotton-mill

enterprises. No cotton-manufacturing center in the South has surpassed it in this respect, and very few have equalled it. During the long and terrible depression and disaster of 1897 in cotton-milling industries her mills never suspended for a day, paid full dividends of 8 and 10 per cent. and continued to run night and day as usual. One of the mills, the Trenton, five years old, has paid its stockholders 100 per cent. on the dollar in dividends. Another, the Gastonia Manufacturing Co., ten years old, has paid 170 per cent. of cash dividends and 150 per cent. of stock dividends.

There are several reasons for this remarkable record. First and foremost, it is to be found in the character and ability of the men who have managed these mills. The mills have been managed with signal ability. I have said there are several reasons for this marked success. So there are. But the reason of all reasons is found in the capacity and ability of the men who have been at the head of affairs. They are all men of the highest character, and as prominent in their churches as they are in the business world. The cotton mills of the South that have failed have done so largely because they have not had competent men to manage them.

Another reason for this success has been that the mill authorities have weeded out incompetent and vicious operatives. A case of drunkenness means instant dismissal. Profane and immoral bosses and operatives must go. No wall of separation is built up between the operatives and the townspeople, and instead of mill chapels the operatives come to the town churches, and mill-owners and operatives sit together in the pews.

The general result is a town remarkably peaceful and law-abiding. Arrests are rare, and a drunken man on the street is a thing not seen once a month. There are no barrooms, and one town marshall is ample for 4000 people.

There has never been any such thing as a boom, and of the \$670,000 invested in various branches of manufacturing not more than \$25,000 is foreign capital. The farmers in the surrounding country own much stock in the mills.

If an amount equal to one-fourth of the total capital invested represents the rate of wages paid, then Gastonia's manufacturers pay her operatives annually \$167,000.

But Gastonia enjoys the distinction of being the commercial metropolis of the county which contains more cotton mills than any other in the South. There are in Gaston county twenty-two cotton mills; ground is being broken for the twenty-third, and other mills are doubling their plant. There is no farmer in the county who is not within seven miles of a railway, and no one who is not near enough to a cotton mill to enable him to operate a truck farm or give him an excellent market for every load of wood, every egg, or pound of butter, or chicken, or goat, or sheep, or pig. The prosperous and independent condition of Gaston county farmers is largely owing to the fact that they are all near some cotton mill, which gives them a market at fair prices for everything which they can grow.

Gaston county has \$2,250,000 of capital invested in cotton manufacturing. This, distributed among so many mills in different localities, is vastly better for the general good than one or two huge mills. This wide distribution gives every section of the county a good market for produce and prevents any one section from becoming top-heavy with a factory population.

Gaston county mills pay their operatives \$575,000 annually in wages. This

sum, paid in weekly instalments, finds its way into every branch of trade and gives a tremendous impetus to prosperity in town and country.

Gastonia, with its elegant churches, high-grade schools, busy stores and factories and law-abiding and cultured people, is a delightful place for residence and business.

G.

#### BUSINESS NEVER SOUNDER.

##### IMPRESSIONS OF MR. GEORGE PAISH, OF THE LONDON STATIST.

Mr. George Paish of the London Statist, who has spent nearly a month taking a broad view of American affairs, has begun to contribute to his paper the results of his impressions. In last week's issue he had the following to say about economic conditions in the United States:

"Never before, I believe, were business conditions here so sound as at present.

"One of the best indications of the present prosperity is the increase of money in circulation. Many bankers are urging the comptroller of the currency again to issue gold certificates to meet the greatly increased public demand for cash, as the stock of paper money, both in the Treasury and in the New York banks, is exhausted. Indeed, to meet the present internal demand for money the banks are compelled to send gold, upon which high charges for freight are incurred, instead of meeting the demand, as usual, by the dispatch of paper money. The position of the railway industry is another strong evidence of the existing prosperity. Moreover, its policy is one of the factors which will help to insure continuance of trade activity. From 1893 to 1897 the railways were under a cloud. Now the railways are prosperous, and most of them are spending money freely upon improvements. For this purpose they are spending a large portion of their profits, as well as a fair amount of capital. Steel carmakers have orders for cars in hand which will keep them fully employed for over a year. Locomotive builders, who until recently were able to promise delivery at short notice, have orders for over six months' output, and steel works have unusually large contracts on hand for bridges, rails and other railway material. Nor are the companies confining their outlays to strengthening their roadways and increasing the capacity of their rolling stocks. A good deal of new railway construction is on hand or proposed. No important new railway undertaking is contemplated, but many of the lines are engaged in building new spurs or 'cut-offs,' or in widening their existing tracks. For instance, the Pennsylvania Railroad is making important widenings at various points upon its system. The Northern Pacific is building two important 'cut-offs' from Missoula in Montana to a point in Washington by which its main line between Seattle and St. Paul will be appreciably shortened. The Chicago, Burlington & Quincy, I am assured, is about to commence an extension of its line from Montana to Portland, and will thus become the sixth company with a through line to the Pacific coast. The Illinois Central is constructing a link connecting its line with Omaha, thereby expecting to obtain a greater share of the through traffic between Omaha and Chicago; and most of the other lines, now

quiries are increasing. Indeed, the demand for iron and steel has increased so greatly as to make it improbable that the existing works can complete their orders for perhaps twelve months, while I am told that the demand for iron ore is so great that the Lake Superior mines have sold the whole of their output for two years to come. With this enormous demand prices of iron and steel have already risen by over 60 per cent. Last July steel 'billets' could be bought at \$14½ per long ton in Pittsburgh; now they are at \$23½. Of course the exceptional demand now experienced will cause more furnaces and mills to be erected, and ultimately the supply will exceed consumption; but for some time to come the demand seems likely to be far beyond the capacity of supply, and still higher prices are probable. The cotton mills have also begun to feel the revival, and in consequence of the improving demand and prices wages have recently been raised. In the woolen-goods trade the improvement has been less marked, still there is expansion. Thus industrial activity for at least a year is assured, and, if the crops are moderately good, for a much longer period. It is as yet too soon to determine if the coming crop will or will not be abundant. The acreage under wheat is larger than last year, but the severe weather of this winter is reported to have done some damage. But whether or not the damage more than offsets the increased acreage, no one can yet tell. Moreover, it may be possible to resow damaged fields with spring wheat. The best opinion I have been able to obtain here is that one deficient harvest would not much matter in the country's present position, but that a shortage for two years would be serious. This opinion is based on the expectation that farmers will probably carry over into next year a very large amount of grain which they are now keeping in hand for better prices, and that this unsold wheat will largely make up for any deficiency in the next crop.

"I find an immense amount of stock is being carried here with borrowed money. The loans of the New York banks on Saturday last reached the enormous total of £155,500,000, which compares with about £88,400,000 at the time of the last Presidential election in November, 1896. Some portion of the increase has undoubtedly been due to the manufacture of commercial paper, but I am assured that the bulk of the increase has been in loans on collateral. Still, so far as can at present be seen, there is nothing likely to cause liquidation. I indicated in my telegram of last Friday that money is likely to be somewhat wanted until the 'spring settlements' are over, but that about the middle of April the demand will be over, and easy conditions may be resumed. Hence, even should the crop conditions not be so pleasant as could be desired, there may be no serious pressure to sell railway stocks and bonds, in view of the active state of the manufacturing interests and the relatively prosperous condition of farmers after three years of good crops and good prices. On the other hand, if crops are good and money becomes cheaper, further purchases will probably occur, and prices may rise to a still higher level.

"The one thing which is disturbing the minds of thoughtful men is the rapid creation of what are here popularly called 'Trusts.' These in England would be termed amalgamations. Their object appears sound. It is to consolidate the majority of concerns in any particular line of business, and thus to reduce the cost of production. Usually the businesses are situated in various parts of the country, and it is said that great economies

will be possible. Their mode of procedure is to divide up the country, and allocate to each factory certain districts in its vicinity, thus preventing overlapping and effecting great reductions in the cost of transport compared with present conditions, when rival companies ship goods many miles into each other's territory. Secondly, they appoint a central board in New York, which fixes the selling prices for the whole of the industry, thus insuring what they consider a reasonable figure. Thirdly, they greatly reduce the number of travelers and clerks. Lastly, as great corporations, they conduct their financial operations through New York, and are able to discount their bills on much more advantageous conditions than they could as small separate concerns. On the expectation of making these large economies, and thus increasing profits, the prices paid for the properties have been very liberal. The assets of a property are valued not too scrupulously, or else the owner will not sell. He is offered cash or 7 per cent. preferred stock for his property. If he accepts the preferred stock, he is given, as a bonus, an equal amount of ordinary shares. If he does not accept, the cash is found by selling the preferred and ordinary shares to a syndicate. In many cases the cash is taken in payment, and in others partly cash and partly shares. The syndicate pays about 79 for the preferred and 30 for the ordinary, and from these figures prices are usually raised to substantial premiums. On bases similar to this concerns with a nominal capital of over \$2,000,000,000 have already been floated, of which more than one-half have been issued in the past two months, and preparations have been completed for issuing additional companies with a capital of not far short of \$500,000,000. \* \* \* Many of the companies brought out in this manner, I am assured by conservative men, are undoubtedly good. But in view of the meager information afforded bankers refuse to accept the shares as collateral, and members of the syndicates who work with borrowed resources have to deposit other securities for loans with which to take up the shares. It is difficult to ascertain what proportion of the shares have found their way into the hands of the general public. A fairly large proportion must have done so. The fear is that the syndicates interested in the issues of certain houses hold more shares than they can conveniently carry, and that in the event of any serious setback in prices trouble would result, which would not be without its effect on the railway market. So far as I can ascertain, however, the danger is not immediate, and it is possible, if money becomes more plentiful in April and remains so until the fall, that before the usual autumn squeeze in money is experienced operators may succeed in transferring their industrials to the general public, and trouble may thus be averted. The position of the market for American industrial securities, however, requires to be watched. I must leave until a future occasion the important political and economic bearing of the amalgamations."

The Continental Cotton Oil Co., with \$3,000,000 7 per cent. preferred stock and \$3,000,000 common stock, has been chartered at Trenton, N. J. The incorporators are Samuel B. Lawrence, John B. Summerfield, Henry C. Eberdell and Robert P. Harry, Jr., all of New York, and James C. Young of Jersey City.

An idea of the tobacco business at Tampa, Fla., may be gained when it is stated that 3615 bales have been received in the city since January 1, valued at \$100,000.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### Sale of the York Southern.

The banking firm of Sperry, Jones & Co. of Baltimore states that it has secured control of the York Southern Railroad, and that it will be extended to Baltimore. The York Southern was formerly operated in connection with the Maryland Central Railroad, now known as the Baltimore & Lehigh. It extends from York, Pa., to Delta, in the same State, a distance of thirty-four miles. An extension of about forty miles would bring the road to Baltimore, while a few miles of extension north would connect it with the Philadelphia & Reading system. As the York Southern forms the natural Northern connection of the Baltimore & Lehigh, there is a possibility that the latter may be acquired and changed to standard gauge, which would form the Baltimore end of the combination. If the plans of the owners are carried out, the new road would give the Philadelphia & Reading system an entrance into Baltimore and an opportunity to secure unusually good terminals, as the charter of the Baltimore & Lehigh is such that it can reach the center of the city if its management decides to acquire the necessary right of way.

As the relations of the Philadelphia & Reading and the Baltimore & Ohio are very cordial, the former company would probably be able to secure the use of the latter's depots and run its trains directly into Mount Royal and Camden stations.

### Improvements to the K. C., M. & B.

Mr. Edward S. Washburn, president of the Kansas City, Memphis & Birmingham Company, was recently in Memphis, Tenn., and in an interview on the improvements made to his system said:

"We are making improvements in the physical condition every year, of course, but considerable work is to be done this year. It is our intention to fill some fifty small trestles on the Kansas City, Memphis & Birmingham and take out eight of the old bridges on the Kansas City, Fort Scott & Memphis and substitute for them new and improved structures.

"As to increased equipment, we have felt the need of it, and suffered at times during the past year because of a shortage. Orders have been given for 200 new box cars, 200 coal cars and 100 stock cars. Our movement of stock on the west end of the system is quite heavy, and last year we hauled a great quantity of cattle from this section—much more than we have this season. The prices of cattle in the West then were so high that feeders sought the cattle of the Southern country, but it seems that the section was pretty well cleaned out then, and to this I attribute the present lighter movement. Some days during last season we hauled five or six trains for the Western feeders."

### The Pennsylvania's Improvements.

A conference was recently held in Philadelphia between representatives of the city government of Washington and the Pennsylvania Railroad Co. At this conference it was announced that the terminal improvements proposed to be built at Washington had been planned by the railroad company. The Manufacturers' Record sometime ago referred to the elaborate character of these improvements, stating that they would probably cost several million dollars. The estimate is nearly \$6,000,000. They include a

series of elevated tracks, which will obviate most of the grade crossings in the city, also an elaborate union depot and a new bridge across the Potomac river. It is calculated that the terminals will be built at such a height that nearly all of the city streets will be free from tracks, while the bridge across the Potomac will be a substitute for the present wooden bridge. It is calculated that this structure alone will cost \$1,000,000. It will be built of steel. The plans will probably be submitted to the District commissioners by the railroad company at an early date for consideration and approval. The union depot will probably be built on the location of the present structure.

### South Carolina & Georgia Plans.

The extensions planned and under way by the South Carolina & Georgia Railroad Co. will be of much benefit in increasing the business between Charleston and the manufacturing sections of South Carolina. One line is to form connection with Sumter, S. C., on which work has progressed to such an extent that it is expected trains will be running over it by July 1. By means of this branch, which is sixteen miles long, Sumter will be brought into much closer communication with Charleston. The extension to Clifton and Spartanburg, S. C., will place an important cotton-manufacturing section on the line of this road, and also bring it into close association with Charleston. Improvements are being made to the main line, which will include the laying of heavier steel rails, also the reconstruction of the roadbed at various points. General Manager Joseph H. Sands denies the report that negotiations are pending for the sale of this road to any other company. It is operated independently of all others.

### A Reported Combination.

The Atlantic, Valdosta & Western Railroad, which has recently been referred to several times in the Manufacturers' Record, has been nearly completed between Jacksonville, Fla., and Valdosta. It is reported that the promoting company is really working in the interest of Mr. Henry M. Flagler, who was instrumental in building the Florida East Coast Railroad, and who has been so prominent in the development of Southern Florida. The Atlantic, Valdosta & Western extends through a very productive section of Southern Georgia and Northern Florida, and would connect with the East Coast Line at Jacksonville, which is to be its Eastern terminus. A combination of these lines would form a new system from Southern Georgia to Eastern and Southern Florida.

### Galveston, La Porte & Houston.

The Galveston, La Porte & Houston Railroad has finally been sold to a syndicate which includes L. J. Smith of Kansas City, John H. Atkinson of St. Louis and others. The syndicate has formed a company, entitled the Galveston, Houston & Northern Railroad Co., to operate the road. It is announced that extensions are contemplated. Some time ago Mr. Smith in a letter to the Manufacturers' Record stated that the road would eventually be extended to a connection which would form a portion of a system between Galveston and Kansas City. It has been reported that C. P. Huntington has secured the line in the interest of the Southern Pacific. This report has not been denied.

### A Cheaply-Operated Road.

A feature of the annual meeting of the South Georgia Railway Co. was the re-

ports of the high officers. One of these showed that the proportion of operating expenses to earnings was but 44 per cent., which is a remarkably low figure, and possibly the lowest of any railroad in the country. It indicates the ability of the management and the favorable conditions for railroad building in this section of the South. The present board of directors was re-elected. J. W. Oglesby is president of the company.

### Sale of a Florida Line.

The main line of the Jacksonville, Tampa & Key West Railroad has been sold to a syndicate representing the Plant system. The first-named line has been in the hands of the courts for a number of years, and was sold to the highest bidder. The portion acquired by the Plant system is 125 miles long, and extends from Jacksonville to Sanford, Fla. This extension gives the Plant Company an additional line from Tampa to Charleston, S. C., by way of Jacksonville.

### Railroad Notes.

The Seaboard Air Line announces the appointment of L. P. Patat as soliciting freight agent at Charleston, S. C.

M. J. O'Brien has been appointed superintendent of the central division of the Southern Express Co., with offices at Chattanooga, Tenn.

It is announced that Charles O. Haines has been appointed chief engineer of the North & South Carolina Railroad Co., with offices at Norfolk, Va.

J. B. Newton, who has acted as assistant engineer of the Southern Railway Co., has been appointed chief engineer of the Atlanta, Knoxville & Northern Railroad.

It is understood that the Southern Railway Co. is preparing to begin train service on its branch between Mocksville and Mooresville, N. C., completed a few months ago.

Mr. J. Russell Kennedy has been appointed land and immigration agent for the Macon, Dublin & Savannah Railroad. Mr. Russell has been associated with a number of Southern newspapers, and at one time was managing editor of the Macon News.

The tunnel to be built on the Wheeling division of the Baltimore & Ohio Railroad, recently referred to in the Manufacturers' Record, will be constructed by Messrs. Bennett & Talbot of Greensboro, Pa. The tunnel is estimated to be 1700 feet long, and will cost \$500,000.

The American Express Co. is making arrangements to handle the fruit crop in the South during the coming season, and has secured thirty new refrigerator cars for this business. It is expected that a large shipment of strawberries will be made from points along the line of the Illinois Central especially.

A dispatch from St. Louis, Mo., is to the effect that the St. Louis & Oklahoma Railroad has been formally transferred to the St. Louis & San Francisco Company, and will be in future a part of this system. The road in question extends from Sapulpa, I. T., to Oklahoma City, and is 103 miles in length.

The Virginia & Southwestern Railway Co. and the Virginia Iron, Coal & Coke Co. have determined to establish their headquarters in Bristol, Tenn., and offices have been secured for this purpose. This company represents the consolidation of iron furnaces in Southwestern Virginia and Eastern Tennessee, in connection with the South Atlantic & Ohio and the Bristol & Elizabethton railroads. George I. Carter is president of both companies.

## COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

### Mr. Huntington's Views.

President C. P. Huntington of the Southern Pacific was recently in New Orleans on one of his tours over the system of which he is at the head. While there he made a somewhat exhaustive statement relative to the business of this line at New Orleans and Galveston, also in regard to Newport News. In the course of the interview he is quoted as follows:

"The Southern Pacific does not expect to change its relations with New Orleans. I hope and believe our business will continue to increase. Our acquisition of property at Galveston gives us the facility there that we need, and we will, no doubt, make extensive improvements and do a large business through that city. The State of Texas gives us a very large tonnage, and the people of the State and the Southern Pacific Co. think that, all things being equal, as much of the tonnage of that State should be handled through Galveston as well can be."

"There is a very large tonnage north and west of Texas that no doubt will go through that port, and very likely some of the Western tonnage will be transferred from rail to ship there, as the rates of fares and freights are so low that there is very little chance to improve upon them, and the lines that can take the tonnage at the lowest rate will get it; that is, where any road can lessen the cost of movement by changing from rail to ship, that road will be very sure to take the business, for competition is sharp and shippers are sure to find the routes over which their business can be done at the lowest rates at which they can be handled, and the transportation companies are powerless to change this to any considerable extent, even if they were disposed to do so."

"I think we are building at Newport News the finest freight ships that have ever been built in this country. There may be many larger ones, but for speed and facilities for handling freight I am sure our new ships will have no equal. I believe that some day we will have a daily line operating between this city and New York. The future of the great Southern port is bright, growing every day brighter, and a daily steamship service between the East and New Orleans is fast coming about."

### One Firm's Business.

A recent visitor to Galveston was William Parr of the firm of William Parr & Co. of London. This concern is a large importer of American products, and in an interview Mr. Parr is quoted as saying that its business through Galveston will be largely increased. As an indication of its individual importance, its wharfage alone amounts to \$7500 annually. In an interview relative to his business Mr. Parr said his imports consisted of salt, cement and general cargo. He added: "I might say that I have purchased 30,000 tons of cement which I now have stored in Hamburg and Antwerp. This will be shipped here if everything goes well. If not, I can sell the cement at a profit in Germany. There is a great scarcity of English cement now owing to the immense Egyptian demand. The English government is building a series of dams along the river Nile, and for this work 3,000,000 tons of cement are being used. This has created a larger demand for German cement to meet the general wants of the trade, and conse-

quently there is an advance in prices, so you see I could sell at a profit the cement I have in stock.

"We have had three boats in service between Europe and Galveston bringing cargo here. These vessels called at the West Indies. We will put on three more vessels that will come to Galveston direct with cargo. With direct service there cannot be any grumbling about time or delay in delivery. We have a vessel now en route from Antwerp with cargo for Galveston. She is the Ludwig and has 2700 tons of cement for this port. We can make this a great port if the railroads want to join hands with us."

#### New Steamship Line.

Arrangements have been made to start the steamship line between Newport News and the United States of Colombia about May 1. As already stated in the Manufacturers' Record, this line will carry fruit to Newport News to be distributed to the North and West by way of the Chesapeake & Ohio Railroad. The steamship company will take the product of several plantations which are worked by Chinamen. It is expected that hardwood will also be an important item of import.

#### Visiting Southern Ports.

Mr. William Johnston of the firm of William Johnston & Co. of Liverpool is visiting the principal Southern seaports on his yacht. The company of which Mr. Johnston is the head has lines of vessels in service from Baltimore, Norfolk, Va., Brunswick, Ga., and other Southern seaports to Liverpool. The business of the company is steadily increasing, and it has been an important factor in the development of Southern commerce.

#### Jottings at the Ports.

Another shipment of steel rails has been made from Sparrow's Point, Md., to Australia, which aggregates 2451 tons, and is valued at \$62,000.

The March exports from Pensacola, Fla., amounted in value to \$1,002,000, an increase of nearly \$300,000 over March, 1890. The clearances amounted to fifty-seven vessels.

The steamship Phoenix has been added to the fleet of vessels carrying fruit and other tropical products to New Orleans. She will load on this side with provisions and miscellaneous cargo.

The Norfolk & Ocean View Railroad Co. has secured the steamer Vigilant, which will be used in carrying passengers across Hampton Roads. The Vigilant can carry 550 people, and is of the twin-screw pattern.

The grain exports from Baltimore for the month of March amounted to 4,294,000 bushels. This is a decrease of about 1,000,000 bushels compared with February. The exports included 3,974,000 bushels of corn.

The business of the Old Dominion Steamship Co. has increased to such an extent that it has chartered the steamship St. Croix, which has been running on the New England coast. The St. Croix is of 2000 tons, and will be utilized between New York and Norfolk. She has accommodations for 150 passengers.

The Plant Steamship Co. has finally accepted the steamship Grande Duchesse. This vessel was built at Newport News and cost nearly \$1,000,000. New boilers have been placed in the engine since she was built and her speed is now over seventeen knots an hour. She will be used between New York and Savannah.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### Round Bale Presses in Texas.

[Special Cor. Manufacturers' Record.]

Waco, Texas, March 31.

There has been very marked activity in the establishment of ginning and compress plants to use the round-bale press of the American Cotton Co. Mr. W. S. Meedham of Cameron, Texas, will erect a six 70-saw gin plant at that point, and in connection with it operate a round-bale press. Mr. P. O. Elzner, a wealthy merchant of Bastrop, will build a five 70-saw gin plant, with round-bale press attached. Mr. J. O. Lipscomb, Lockhart, will put up an eight 70-saw gin plant and round-bale press. The Brookshire Cotton Co. of Brookshire, Texas, will build a six 70-saw ginnery at Brookshire at a cost of about \$10,000, and also add the round-bale system.

#### Carpet Factory for Anniston, Ala.

A large carpet factory will be established at Anniston, Ala. Mr. William H. Zinn is the promoter of the new enterprise, and he has stated that the main building will be contracted for at once and pushed to an early completion. The equipment of machinery to be installed will be sufficient to give a daily capacity of 15,000 yards of ingrain carpet, manufactured from the raw cotton. There will be also a dyehouse built. The Anniston Carpet Co. will be organized, with a capital stock of \$50,000 to own and operate this plant.

#### 27,000-Spindle and 750-Loom Mill.

The stockholders of the Lanett Cotton Mills of West Point, Ga., have voted to build an additional mill, and work on same will be commenced at once. Plans and specifications for the new buildings have been prepared, and are now in charge of Mr. L. Lanier, president of the company, to whom contractors may write for particulars. The mill is to have an equipment of 27,000 spindles and 750 looms, and a 1200-horse-power engine will be a part of the power plant. A number of cottages will be erected also. About \$600,000 will be expended.

#### Cotton Movement.

According to the report of Secretary Henry G. Hester of the New Orleans Cotton Exchange, the amount of cotton brought into sight during the seven months of the present season was 10,045,000 bales, a decrease of 234,200 bales from last season. The exports continue in excess of last season, and the takings by Southern mills are 22,816 bales more than those of last season.

#### Southern Cotton Spinners.

Under the auspices of the Southern Cotton Spinners' Association, a convention of the cotton manufacturers of the South will be held at Charlotte, N. C., on May 11, to consider all phases of mill construction, operation and labor.

#### Textile Notes.

The Mallison Braided Cord Co. of Athens, Ga., will double its capacity. Twenty new machines have been ordered.

The Beargrass Woolen Mills of Louisville, Ky., will erect a \$7500 additional building. Plans for the structure have been prepared by J. B. Hutchings.

Messrs. C. D. Nesbit & Son, who recently purchased the Fork Shoals (S. C.) Cotton Mills, have put the plant in operation. The new owners expect to install 3000 spindles soon.

The annual meeting of the New England Cotton Manufacturers' Association will be held at Boston on April 26 and 27. Among the topics to be discussed will be the competition of Southern mills in 1890.

A movement is on foot at Jefferson, Ga., for the organization of a company to build a cotton factory. Among those interested are Messrs. Thomas H. Niblack, H. W. Bell, F. L. Prendergast and others.

Mr. J. M. Splawn, until recently superintendent of the Clinton (S. C.) Cotton Mills, has purchased an interest in the Aberdeen Mills at Poulton, Ga. The factory will be improved with new machinery, electric-light plant, etc.

Mr. James Hill (colored), registrar of the land office at Jackson, Miss., has obtained a charter for the Mississippi Cotton Manufacturing Co., with capital stock of \$200,000, and will endeavor to organize the company to build a mill.

The Waynesville (N. C.) Light & Power Co. will establish a mill for the production of woolen hosiery, capacity to be 500 pairs daily. Manufacturers of machinery have been asked lately to submit prices on knitters. The company is also prepared to contract for the sale of its output.

Mr. John S. Cunningham of Roxboro, N. C., states that the Roxboro Cotton Mills (lately proposed) will be organized at once and build for 5000 spindles. The main building will be 80x250 feet in size, and a capital of about \$75,000 will be invested in the enterprise.

The Fulton Bag and Cotton Mills of Atlanta, Ga., and some St. Louis (Mo.) capitalists have organized the Fulton Bag & Burlap Co. to establish a mill in St. Louis. The building to be used is now in course of construction, and will be equipped with machinery to employ several hundred people and make bags, burlaps, etc.

The new Norfolk (Va.) Silk Co., mentioned last week, has built a weaving school in which twelve looms are now operating. This is done so that the hands can be taught their duties and be ready for same when the large mill is completed. The silk mill proper will be 200 by 200 feet in size, equipped with 200 looms, and costing about \$100,000. The company's capital stock is \$100,000 of preferred and \$100,000 of common stock. Mr. J. P. Andre Mottu is president.

The Riverside Cotton Mills Co. of Danville, Va., has purchased the property of the Dan River Development & Manufacturing Co. This acquisition will add 5000 horse-power to the cotton mills' present plant, and it is understood that the Riverside Cotton Mills Co. will extensively develop, erect additional cotton mills, also woolen factories, etc. The company telegraphs the Manufacturers' Record that reports regarding their intention as to this property are premature.

#### New Whaleback Ship.

The steamship Montgomery, which recently sailed from Galveston to Rotterdam, Holland, is of the whaleback class, but is an improvement on the steamers of this type which were built on the Great Lakes. The Montgomery has a capacity of 5500 tons. The ship's cargo included 7000 barrels of oil, as well as miscellaneous exports.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### The Market for Cottonseed Products.

New York, N. Y., April 5.

The dullness which prevailed in the cotton-oil market has given way to improved trading, due largely to the chief buyer re-entering the market. During the absence of the latter prices weakened and declined in some grades. Today purchases were made on an easier basis of prices, a circumstance which lends strength to the rumor that the chief buyer referred to dropped out for the purpose of weakening the market, so that operations could be continued at an opportune time on more favorable terms to them. The unsold lots arriving from the South which in the meantime accumulated on dock proved an easy mark for the heavy local buyer. The export demand is still far from satisfactory, notwithstanding that the foreign market maintains its high standard with regard to oil values. Exporters say that the foreign consumers, while being sure to become heavy buyers, are in a position to wait a little longer, the hope being strong that developments favorable to them may appear in the meantime. This is unlikely, however. The Easter holidays are having a depressing effect on possible export business, and for the moment there is nothing doing in that direction. The lard market remains practically unchanged, and it may be said it is the only fat which has not had an advance during the general upward movement of prices recently. July lard is quoted at 5.42½ cents, Chicago, or 5 points lower than a week ago. Tallow is strong and quoted at 4½ cents this market. Concerning this fat, a well-known Chicago soapmaker, who has just returned from a trip half way round the world without finding any tallow stocks, says while in the East and West of our own country stocks have been sold up and even ahead of production, thus lending substance to the prediction that the demand for tallow will soon exceed production, if such condition does not already exist. All this looks decidedly favorable to cotton oil. In the South and West the cotton-oil market continues strong and with a fair degree of activity. A scheme is afoot having for its object an understanding between American and English seed crushers for the purpose of controlling prices of cottonseed products—oil, meal and cake. However, it is unlikely to be successful owing to the difference in geographical positions with regard to supplying continental needs as well as to the variations in quality of the seed used in both countries. For certain grades of oil, inferior, we cannot compete with the English producer, while with regard to the superior and edible grades the American article is without a competitor. With regard to this season's output, it is now estimated that the quantity will be less than was expected, owing to the large quantity of damaged seed, much of which was ruined. Off oil is selling under 3½ cents per pound, which is over 1 cent under tallow and ½ to ¾c. under the prices of grease, and hence the cheapest soap stock in the market. The following are closing prices: Crude, 21½ to 22 cents; crude, loose, f. o. b. mills, 18 to 18½ cents; crude, loose, f. o. b. mills, 16 to 18 cents; summer yellow, prime, 26 cents; summer choice, 26 to 26½ cents; summer off grades, 25 to 25½ cents; yellow, butter grades, 28 to 30 cents; white, 30 to 31 cents; winter yellow, 30 cents, and

salad oil, 31 to 32 cents. English oil, Liverpool, is steady at 17/3.

**Cake and Meal.**—The local market is without change, or for strictly prime meal \$21 to \$21.50 per short ton. Prime American cake in Liverpool is now selling at £5 17s. 6d. Egyptian seed has advanced to £6 1s. 3d., Hull, England.

#### Cottonseed-Oil Notes.

G. N. Henson and associates of Chattanooga, Tenn., will erect an 80-ton cottonseed-oil mill at Fort Smith, Ark. The order for pressroom machinery has been received.

It is stated that the Taylor Cottonseed Oil Mill at Taylor, Texas, will close its season in about two weeks. It will then close down and likely undergo repairs and necessary improvements, to be in readiness for next season's crushing.

It is stated that a contract for the erection of an \$80,000 oil mill at Leland, Miss., was signed at Vicksburg on the 1st inst. The new company is capitalized at \$100,000, all of which has been paid in. The contract calls for the completion of the mill by September 1.

The market for cottonseed products in Texas continues steady, with a fair offering and a good home and foreign export demand for oil, cake and meal. Prices are quoted as follows: Prime crude oil, 20 cents; prime refined summer yellow, 22½ to 23 cents; cottonseed meal, \$13.50 to \$15; cottonseed cake, \$13 to \$15; linters, A, 2½ to 2½ cents, all f. o. b. mill at interior points.

In New Orleans receipts of cottonseed have been less liberal, mostly coming by river. Cottonseed products continue steady, with a fair export movement both in oilcake and meal. Receivers' prices were reported as follows: Cottonseed, nominal per ton of 2000 pounds delivered on river bank from New Orleans to Memphis for good, sound seed; cottonseed meal, jobbing per carload at depot, \$17 per short ton of 2000 pounds; for export, per long ton of 2240 pounds f. o. b., \$19; oilcake, for export, \$19, new crop, per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime oil, crude, 15 to 16 cents per gallon, loose, f. o. b. tanks here; in barrels, 16 to 17 cents; cottonseed hulls delivered, per 100 pounds, according to location of mill, 15 to 20 cents; linters, according to style and staple—A, 2½ cents; B, 2½ cents; C, 2½ cents; ashes, none; refined cottonseed oil, strictly prime in barrels, per gallon at wholesale or for shipment, 21 to 23 cents for export; off refined cottonseed oil, 21½ to 22 cents for steamer.

#### New Refrigerator Car.

H. F. Stanley of New Orleans has patented a refrigerator car which contains a number of important improvements. It is arranged and constructed to meet all the necessary requirements of a "ventilator" as well as a "refrigerator," and can be used for transporting bananas and such commodities that require ventilation while en route. The exterior of the car presents the same aspect as an ordinary freight car. A primary and secondary floor form a chamber between the side and end walls, which have an opening communicating with a chamber which is located between the bottom walls and which serves as the ice chamber. When the car is iced for refrigerative purposes this chamber, being arranged at the bottom of the car instead of on top, the car can be iced more quickly and with a great deal less labor, and there is no danger of any of the ice drippings falling on the freight.

## PHOSPHATES.

#### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., April 6.

The local phosphate market is showing some better features, and, while the volume of trade is not heavy, the market shows a fairly active tone, in sympathy with other fertilizer ingredients. The market at points of production shows a better tone, the foreign demand for rock being of increased volume. In South Carolina prices are nominally steady, and river miners are doing some good work developing their properties. The demand from domestic sources is fair, while the foreign inquiry is good. Shipments of Florida rock from the several ports have been a prominent feature in the trade during the week. From Fernandina about 22,000 tons were shipped, Punta Gorda about 10,000 tons of pebble rock by the Peace River Phosphate Mining Co., and from Savannah over 8000 tons of Florida rock went abroad. The situation is regarded as promising for a better trade in Florida rock, with a corresponding advance in values. In the Tennessee phosphate belt operations are being carried on with considerable vigor, and at Mt. Pleasant miners are increasing the output, for which there is a good demand from both domestic and foreign sources. Prices continue firm for Tennessee rock at \$3.75 to \$4 f. o. b. for export and \$2.75 to \$3.25 for domestic brown and about \$1.90 to \$2 f. o. b. for blue. The following charters reported last week indicate that during the next sixty days shipments from the Florida ports and from Pensacola will be larger than usual: British steamer Birdswold, 1925 tons, from Savannah to two ports in United Kingdom or Continent with phosphate rock on private terms; British steamer City of Truro, 1261 tons, from Fernandina or Savannah to Rotterdam with phosphate rock at 15/; British steamer Glenwood, 1253 tons, from Tampa to King's Lynn with phosphate rock on private terms, April; British steamer Falka, 1107 tons, from Brunswick to Hamburg with phosphate rock at 15/; British steamer Carrie, 1117 tons, from Fernandina to Aarhus with phosphate rock at 17/6, option Copenhagen, 16/ June, and British steamer Glenfield, 1385 tons, from Pensacola to Dunkirk with phosphate rock at 18/6, May.

#### Fertilizer Ingredients.

The market for ammoniates is very strong at the moment. Any demand now from manufacturers for spring trade would result in an immediate advance in prices, as their supplies of raw material have been underestimated. Messrs. Thos. H. White & Co., in their March circular, say: "The demand for ammoniates during first half of March was light, and stocks were fairly sufficient, but the past fortnight has developed an active inquiry from both East and South, causing a decided advance in prices, notably in blood, which shows an appreciation of \$3 to \$3.50 per ton over quotations of 1st ult. It is this improvement in the situation that made possible the sales of three large contracts for the next six months of 9 and 20 tankage, reported on the basis of \$14 to \$14.25 f. o. b. Chicago, equal to \$1.70 and 10 to \$1.75 and 10 Baltimore and Richmond. Stocks of material are light at Western producing centers, and the market closes with an advancing tendency." Sulphate of ammonia is firm, with a further advance for prompt shipment. Nitrate of soda is steady, under increased sales and further arrivals.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).	\$2.75	@	2.80
Nitrate of soda.	1.65	@	1.70
Blood.	1.95	@	1.97½
Hoof meal.	1.75	@	1.77½
Azotine (beef).	1.85	@	—
Azotine (pork).	1.85	@	—
Tankage (concentrated).	1.65	@	1.67½
Tankage (8 and 20).	1.75	and	10
Tankage (7 and 30).	17.00	@	17.50
Fish (dry).	20.00	@	—
Fish (acid).	12.00	@	—

#### Phosphate and Fertilizer Notes.

Messrs. J. M. Lang & Co. of Savannah, Ga., reports the shipments of phosphate rock from that port for the month of March at 8284 tons for Hamburg and Hioga, 1000 tons going to the latter port.

The board of directors of the Virginia-Carolina Chemical Co. of Richmond, Va., has declared the regular quarterly dividend of 2 per cent. on the preferred stock of the company. The dividend is payable on and after April 15, 1899.

At the Lindner phosphate mine near Anthony, Fla., the work of loading the output of the mine has been going on for several weeks. Dr. C. W. Lindner has sold his phosphate rock to a Hamburg company, to be shipped at Fernandina.

The shipments of phosphate rock from the port of Fernandina, Fla., for March amounted to 21,175 tons. The estimate for April shipments is 50,000 tons. The vessels in port on the 1st inst. and chartered were fourteen, all of which will load phosphate rock for European ports.

A big fire occurred on the 24th ult. at Standard, Fla., a small station on the Early Bird division of the Florida Central & Peninsular Railway, in which two large phosphate plants were totally destroyed, the loss being estimated at \$37,000, with no insurance. The owners of the plants will begin at once to rebuild.

The Austrian steamship Betty sailed from Port Tampa, Fla., on the 29th ult. for Genoa with a part cargo of phosphate. She will call at New Orleans to complete her cargo with cotton. The British steamship Moorby sailed on the 31st ult. with 3415 tons of pebble phosphate rock for Helsingborg from the Land Pebble Phosphate Co. The British steamship Nymphae arrived on the 31st ult. from St. Michaels for a cargo of phosphate rock.

The following shipments of phosphate rock were reported from the port of Charleston, S. C., for the week ending March 29: Schooner George R. Congdon for New York with 605 tons, schooner Isaac F. Campbell for Boston with 803 tons, schooner Fannie Reiche for Baltimore with 636 tons and steamship S. T. Morgan for Norfolk with 2550 tons of acid phosphate. The total shipments of phosphate rock to domestic ports from September 1, 1898 to March 29, 1899, amounted to 62,783 tons, against 58,096 tons last year.

The phosphate shipments from the port of Punta Gorda, Fla., as reported by Albert F. Dewey for the month of March, were as follows: Schooners Edwin J. Berwind, 1587 tons; Senator Sullivan, 1075 tons, and C. P. Dixon, 1087 tons, all for Baltimore; schooner Thos. F. Pollard for Wilmington, N. C., 1012 tons; steamship Aggie for Hiogo, Japan, 2721 tons, and steamship Benita for Birkenhead, 1861 tons, making a total of 9343 tons; previously reported, 7721 tons, making a total for three months ending March 31 of 17,064 tons, of which 10,475 tons were domestic and 6589 were foreign, all shipped by the Peace River Phosphate Mining Co.

The Cotton Compress Association of Alabama at its recent meeting elected F. B. Fisk, of Montgomery, vice-president, and J. P. Farrel, of the same city, secretary and treasurer.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

#### LUMBER MARKET REVIEWS.

##### Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., April 6.

A material improvement in the local lumber market is reported in some of the principal channels, and the demand shows a better movement, with a corresponding advance in values. In white pine particularly the demand is fairly active, and the volume of business increasing weekly, while prices are firm and advancing, especially on the lower grades of lumber. The movement in North Carolina pine is good, and in kiln-dried lumber there is an excellent demand under the recent slight advance in prices. Stocks, however, are not well assorted, and in box grades especially there is a shortage. At milling sections logs have been scarce on account of the rainy season, which restricted logging operations, but with settled weather the supply of timber will be increased. The demand from Europe for North Carolina pine is now showing up with encouraging features, and shipments are likely to be heavy during late April and early May. In hardwoods the market shows a very firm tone, with stocks light and prices advancing. The demand from nearby towns for hardwoods is brisk, and in many cases there is a difficulty in filling orders promptly. Foreign shippers of hardwoods regard the future outlook as very promising.

##### Norfolk.

[From our own Correspondent.]

Norfolk, Va., April 3.

In nearly every line of the lumber industry in this section the improvement in business is quite pronounced and in all wood products a material change for the better has characterized the market during the past month. Very little is heard of the proposed combine which was to purchase the mills of the North Carolina Pine Association, and from the present outlook it is likely the owners of these vast milling properties in the North Carolina pine belt will still continue to manage their respective plants as in the past. The state of trade in all lines of the lumber business is of a decidedly promising character, and at a meeting of the members of the North Carolina Pine Association last week prices were advanced about fifty cents per thousand. The reports from all sections of the pine belt which were submitted at the meeting showed a material reduction in stocks and a good demand for lumber. The foreign demand is active and a number of inquiries are at hand which will in the near future result in a considerable volume of actual business. Millmen say that stocks are in some cases badly assorted, but in a very short time they will be in better shape and orders will be met promptly. The demand for dressed lumber is good and prices are firm and slightly higher. A new enterprise in the lumber line is on the point of becoming firmly established here, the Tunis Lumber Co. being the first to organize a plant for sawing mahogany and other tropical woods. At the company's mills at Berkley a cargo of mahogany logs has been sawed into lumber for shipment West to furniture manufacturers. It is stated that regular consignments of mahogany and other woods from Mexico, Spanish Honduras, Cuba and other points will arrive during the year and be manufactured at the Tunis mills. The matter of lum-

ber freight steady, Last change from No. \$3.35, and 310 tons York with [F] The value has been past week. There is lumber, range of inferior grades. In fact, tions in encouraging working demand spirited being made a matter of ninety of Saturday following \$9.50; c. \$12; shippings, \$8. tie. At Brunswick among them are bris following Schoone with 28 schoone 677 feet. Philadelphia schoone Amboy steamer pitch-pine 771 feet. feet. with a able to Among week a lotte T. to Belf terms, tons, fr lumber. Business material month, timber a deci sign. permanent is very South fair, and been se of lum with a ing se assorte. W trade is good in ber in cubic to 13 hewn Sawn per cu cents. ances for Li sawn timber

ber freights is settled and rates are steady, with a better offering of vessels. Last charters were a schooner, 268 tons, from Norfolk to Boston with lumber at \$3.35, and two schooners, 266 tons, and 310 tons, from Scotland, Va., to New York with lumber at \$2.50.

#### Savannah.

[From our own Correspondent.]

Savannah, Ga., April 3.

The volume of trade in lumber circles has been of fair proportions during the past week and the market is improving. There is a very decided demand for good lumber, with a tendency to a higher range of values, and for medium and inferior grades there is also a fair inquiry. In fact, the advices from all lumber sections in Southern Georgia are very encouraging and mills are all generally working up to their full capacity. The demand for valuable timber lands is very spirited and sales of valuable tracts are being made every week at prices showing a material advance over those ruling ninety days ago. The local market on Saturday closed very steady at the following figures: Minimum yard sizes, \$9.50; car sills, \$10; difficult sizes, \$11 to \$12; ship stock, \$15 to \$16.50; sawn crossties, \$8.25; hewn crossties, 29 cents per tie. At the nearby ports of Darien and Brunswick considerable activity prevails among millmen and shipments of lumber and timber, both domestic and foreign, are brisk. From this port last week the following shipments were reported: Schooner C. C. Wehrum for New York with 289,758 feet of pitch-pine lumber, schooner Hilda for Baltimore with 455,677 feet, schooner Annie T. Bailey for Philadelphia with 319,931 feet and schooner Edward P. Avery for Perth Amboy with 409,852 feet. New York steamers cleared with 1,260,000 feet of pitch-pine lumber; Boston steamers, 132,771 feet, and Baltimore steamers, 379,850 feet. Lumber freights continue steady, with a light offering of vessels of desirable tonnage, and rates are unchanged. Among the charters reported for the week are the following: Schooner Charlotte T. Sibley, 358 tons, from Brunswick to Belfast, Me., with lumber on private terms, and schooner Isaiah Hart, 799 tons, from St. Simon's to New York with lumber at \$5.37½.

#### Mobile.

[From our own Correspondent.]

Mobile, Ala., April 3.

Business in all the commercial and industrial channels of this port has shown material improvement during the past month, and especially throughout the timber and lumber market there has been a decided demand both domestic and foreign. In lumber there has been a good demand from Cuba, and the outlook for a permanent lumber trade with that island is very encouraging. From Central and South America the inquiry has been very fair, and from Mexico there has also been some demand. Prices on all grades of lumber show considerable firmness, with a tendency to advance. At all milling sections stocks are generally better assorted and meet the demand more readily. With regard to timber there is a fair trade reported, and prices steady, with a good inquiry from abroad. Hewn timber is still quoted at 13 to 13½ cents per cubic foot, with contracts made at 12½ to 13 cents. There is a fair demand for hewn poplar at 12 cents per cubic foot. Sawn timber is firm at 11½ to 12 cents per cubic foot, with contracts at 11½ cents. During the past week the clearances were as follows: Bark Chrysotile for Liverpool with 41,549 cubic feet of sawn timber, 31,520 cubic feet of hewn timber, and 92,517 feet of lumber; bark

Sunbeam for Newcastle with 45,358 cubic feet of sawn timber and 8568 feet of lumber; schooner Finney for Havana with 354,621 feet of lumber; steamer Aracuna for Tampico, Mexico, with 111,475 feet, and schooner Smith for Ruatan with 72,000 feet. Lumber freights are steady without material change. Last charters reported in New York were as follows: Schooner L. T. Garretson, 491 tons, with lumber from Ship Island to New York at or about \$6; British steamer Benbridge, 1483 tons, from a Gulf port to Rochefort with sawn timber at 113/9, old form, and a steamer from a Gulf port to United Kingdom at 110/, old form, and British steamer Queenmoor, 1329 tons, from Pensacola to Geestermunde with sawn timber at 97/6, new form, April.

#### Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., April 3.

The volume of trade in lumber and other wood products at this port during the past month has been fair and the demand for lumber from the usual sources more decided. The burning of the extensive lumber plant of the Cummer Lumber Co. tended to lessen the shipments for March, but withal the list of clearances aggregated 7,410,390 feet of lumber coastwise, against 7,242,281 feet for February. The shipments foreign amounted to 1,279,234 feet for March, against 2,054,578 feet for February. The shipments of crossties amounted to 13,250, and of shingles to 1,950,000. There has been a good inquiry for desirable lumber during March, and at the moment there is an active demand from Northern sources. The various milling plants here and at adjacent points are all fully engaged, and for the current month it is estimated that shipments from East Florida ports will show a material increase. The business in lumber at Fernandina for March was of much better volume, shipments of lumber and other wood products amounting to over 7,000,000 feet. It is expected that business will continue to improve during the spring and summer, as there is a vigorous development in Florida timber lands.

#### Lumber Notes.

The Winston Furniture Co. has increased its capital stock from \$15,000 to \$30,000 and will commence operations about April 10.

The shipments of lumber from the port of Fernandina for the month of March amounted to 6,125,000 feet coastwise and 702,000 feet foreign.

The Collins & Purdy Lumber Co. of Maysville, Ky., has enlarged its planing-mill plant by the addition of a two-story ironclad, metal-roof structure 45x100 feet.

The saw mill of J. B. McCall of Hinesville, Ga., together with 10,000 feet of lumber, was completely destroyed by fire last week. The loss is estimated at \$1000.

The receipts of lumber at New Orleans for the week ending March 31 amounted to 1,580,000 feet, and for the season receipts aggregated 56,635,700 feet, against 48,478,200 feet for the corresponding period last year.

One of the largest saw and shingle mill plants in South Florida has just been completed by W. J. Carter of Lakeland. A railroad station has been established, under the name of Carter's Mills, about five miles from Lakeland.

In New Orleans last week T. Gordon Reddy, on behalf of the Bowie Lumber Co., concluded a contract to furnish all the cypress crossties, etc., necessary to complete the Orleans & Jefferson Railroad for the sum of \$25,000.

Mr. J. T. Jarrett, a prominent lumber man of Charleston, W. Va., has secured a contract as agent of C. S. Jarrett to furnish the Superior Coal & Lumber Co. of Charleston with 3,000,000 feet of lumber, which will be cut from timber in the vicinity of Kelley's creek.

D. H. Shelby, a timber dealer of Lexington, Ky., has just sold to Thomas H. Mason, manager of the export department of the Yellow Poplar Lumber Co. of Coal Grove, O., ten carloads of choice black walnut logs. The logs will be shipped to the United Kingdom and Continental markets.

A tract of land in Eastern North Carolina consisting of 80,000 acres was sold last week to the Branning Lumber Co. of Edenton, N. C., for \$80,000, or \$1 an acre. The tract is heavily timbered and lies in Pasquotank, Tyrrell and other eastern counties. The property belonged to the State Board of Education.

It is stated that Maine's two great lumber rivers, the Penobscot and Kennebec, will have about 250,000,000 feet of logs this year. The Penobscot cut will amount to 128,000,000 feet, of which 28,000,000 feet are to feed the pulp mills. On the Kennebec the cut will amount to 101,675,000 feet, of which 24,000,000 feet are pulp logs.

The Beanning Manufacturing Co. of Columbia, N. C., has enlarged the bridge-draw at that place so as to permit lumber barges to pass through. The company is about to erect a saw-mill plant of 40,000 feet capacity, and will construct a railroad through its extensive timber holding to the southern end of the county and perhaps to Hyde county.

The stockholders of the Bradley-Ramsey Lumber Co. of Lake Charles held a meeting in that city and elected the old board of directors and officials. A contract has been let by the company for a complete incandescent and arc-lighting plant to supply light for its Mount Hope Mill. This mill will be run night and day as soon as the plant is completed.

The hardwood lumber interests in the section near Cloverport, Ky., are enjoying an unparalleled boom. Last week the Dean Tie Co. awarded a contract for sawing 500,000 feet of hardwood timber to D. B. Parrish, and a contract for sawing 1,000,000 feet to Joseph Mattinglar. Several other contracts involving over 1,000,000 feet were also given out.

The timber deal between J. R. & T. Bunn of Waycross, Ga., and the Southern Pine Co. of Georgia has been finally closed. About \$75,000 changed hands in the deal. This makes the Southern Pine Co. owners of about all the available mill timber in the Waycross section. The company has now about 200,000 acres of the finest mill timber in the South.

Messrs. Charles Hoffman and H. J. Willis of Pearl River have secured control of over 75,000 acres of pine lands near Napoleonville, La., and Pearlington, Miss., which are said to be the best in either State for turpentine purposes. These gentlemen will make New Orleans their market, and their purpose is to develop the turpentine business on a large scale.

Gilmor S. Hamill of Oakland, Md., last week sold to Joseph S. Bayard of Harrisburg, Pa., a tract of 5000 acres of timber land known as "Cheviot Dale," near Bittinger, Garrett county, Maryland, for \$22,000. Mr. Bayard will build a large lumber manufacturing plant, and a narrow-gauge railroad will be constructed to connect with the Baltimore & Ohio somewhere on the 17-mile grade.

The stockholders of the Beattyville Mineral & Timber Co. held their annual

meeting last week in Louisville, Ky., and elected the following directors: J. C. Cooper, Carl H. Finck, D. Meschendorff, Charles Lemmon, H. N. Gifford, M. J. Ford, T. P. Satterwhite, Morris Gifford and W. H. Johnson. President Gifford made his annual report, which showed the company to be in better shape than it was a year ago.

The Ware Lumber Co. of Waycross, Ga., will remove its saw-mill plant shortly to a point on the Brunswick & Western Railroad one mile from the city. The plant will have a capacity of 25,000 feet a day. Capt. Lem Johnson, formerly superintendent of the Waycross Air Line, and his son, Alvin L. Johnson, are the sole owners of the plant and also own a large body of fine timber sufficient to keep their mill running steady for five years.

The North Carolina Pine Association held its annual meeting in Norfolk on the 30th ult. and adopted a new price-list which advances the price of lumber about fifty cents per thousand feet. The following officers and directors were elected: Capt. John L. Roper of Norfolk, president; F. C. Fosburg, secretary, and R. S. Cohn of Norfolk, treasurer; directors, John L. Roper, F. B. Freeman, R. S. Cohn, E. C. Fosburg, W. W. Tunis, G. M. Serpell, all of Norfolk; F. E. Waters of Baltimore, R. B. Camp of Franklin, Va., J. W. Branning of Edenton, N. C., D. Biggs of Wilmington, N. C., and Geo. T. Leach, of Washington, N. C.

At High Point, N. C., the industrial activity is now quite pronounced, especially in woodworking concerns. Among those under construction are the following: The Union Furniture Co., with a capital stock of \$20,000, is erecting a factory for the manufacture of medium-grade furniture. H. W. Fraser has broken ground for a furniture factory with a capital of \$12,000 and will make school desks and wardrobes. W. C. Harris and Thomas F. Harris are building a new chair factory and have a capital stock of \$10,000, and Charles M. Hoover and brother and C. R. Henney are building a sash, door and blind factory.

#### Hints for Employers.

At a recent social function connected with an American manufacturing firm, a machine-tool company—one of the proprietors made some remarks that are deserving of consideration by employers generally. He declared that the good-will of the employes is a tangible asset, incapable of being shown on the books of any concern, but a value to be measured in profit and loss as it is present or lacking. "I believe," he added, addressing the workmen, "we have your good-will and loyalty, and I assure you that you have ours. We do not believe in 'rules and regulations,' as usually understood, as you know by their absence in our shops. Were I to choose one word to write over every lathe, planer, milling machine and bench, it would be the word 'quality,' and I would have it apply in every sense. If I were to ask each of you what company stands at the head of the machine-tool industry, I guarantee that ninety-nine out of 100 would name the same company. Their methods, from their packing to their salary list, have for a long time indicated quality. Let us pursue this object, quality, as one we are determined to attain, and, having attained it in the fullest sense, we will be enabled to reflect with satisfaction upon our efforts."—London Coal and Iron Trade Review.

*If you wish to keep posted on the progress of the South, read the Manufacturers' Record. Price \$4.00 a year.*

## MECHANICAL.

## Hoisting Equipments.

The engraving illustrates one of the many sizes of the Hunt electric hoisting engine, which is designed from start to finish to be an electric hoisting engine and is not a modified steam hoist with a motor attached. These machines are built suitable for high, moderate and low hoisting speeds and properly proportioned for any load and speed desired.

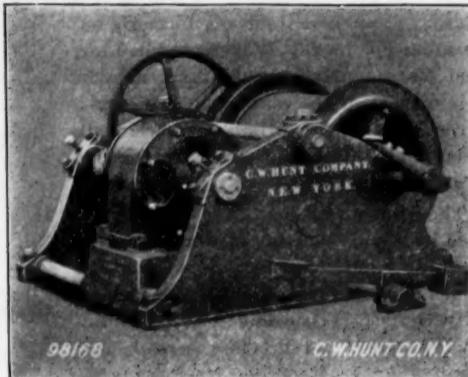


FIG. 1—HUNT ELECTRIC HOISTING ENGINE.

The bearings are supported by and are solid with the heavy side frames. Each bearing is bushed with a replaceable phosphor-bronze bushing, which can be readily replaced, as they are all made on the interchangeable system.

At the one setting, the side frames are faced and bored for the bearings and the distance bars, insuring absolute alignment. The machine throughout is built

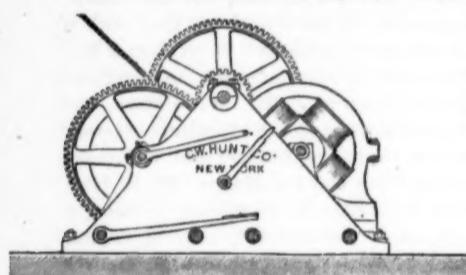


FIG. 2.

to gages and templets, and in no way is the work dependent upon the workman's measurements.

As seen by the illustration, the armature shaft runs in bearings on the main frame in such a manner that the pinion is not overhung, but is supported by the bearings, making a very stiff and smooth-running machine.

In the construction the armature is lo-

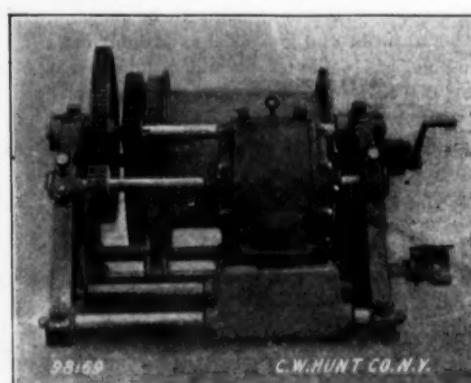


FIG. 3.

cated by its shaft in the bearings, after which the fields are adjusted accurately to the armature, and then fastened rigidly to the distance bars of the machine. For this reason the machine, when received, is ready to go to work and needs no setting up in the ordinary sense of the word.

The hoist shown is operated by a friction clutch, which is so constructed that no strains exist tending to spread the frames; in other words, the device is entirely self-contained.

A differential brake is used, assisting the engineer in its application and requiring very little physical force in its operation to hold and lower the load.

The oiling devices are exceptionally good, having been very thoroughly worked out. Each bearing has an oil

## Paint as an Index of Prosperity.

Good paint is cheap at any price, because any possible figure at which it may be sold will be but an infinitesimal percentage of the cost of the material it protects and preserves. There is no part of

well-painted building looks brisk and businesslike, and business naturally gravitates towards the latter.

To paint a building with a good combination of tinted zinc and lead, zinc and barytes, or zinc, lead and barytes, costs very little money, and when well done,

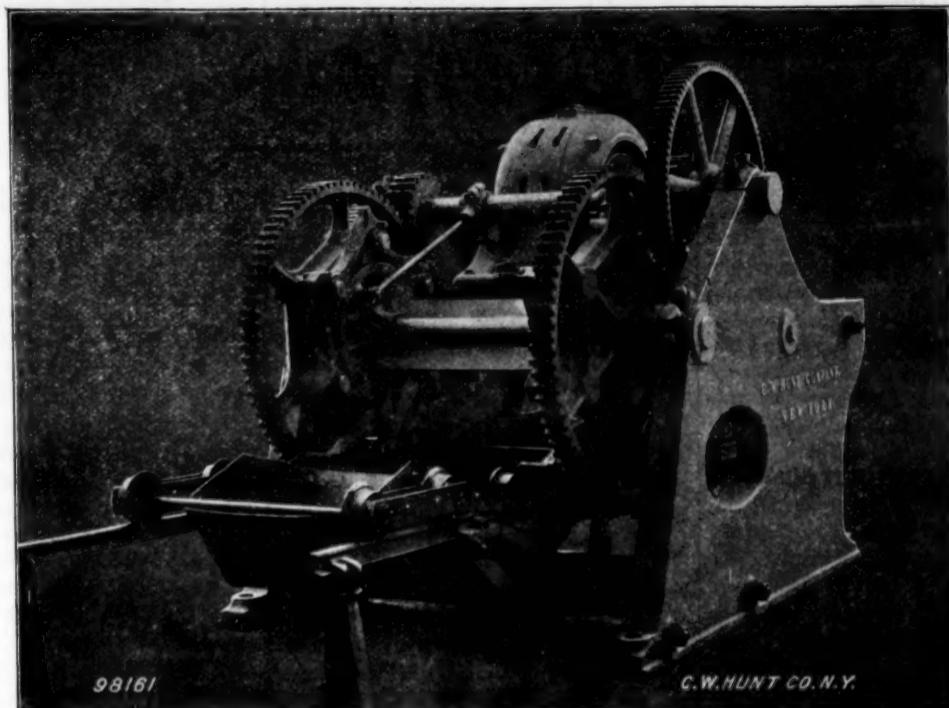


FIG. 4—20-HORSE-POWER ELECTRIC CONVEYOR DRIVER.

reservoir of its own. The machine is entirely self-contained and is shipped in one piece.

The 20-horse-power electric conveyor driver illustrated was built for the Boston Electric Light Company. It is used for driving long conveyor chain shown in the cross-section engraving. Instead of

the world in which too much paint is used, but there are many places (and this paper reaches a goodly number of them) where, in the aggregate, vast sums are thrown away annually for the lack of paint.

No structure is worth erecting that is not worth protecting, and the only avail-

with pure linseed oil, the job is good to stand for ten, and, under favorable circumstances, fifteen or twenty years. With pure white lead and oil the work will stand about five years. In either case the paint at the end of that time will have paid for itself many times in preserving wood from wear and decay.

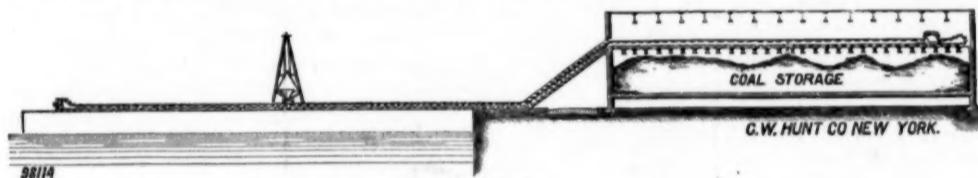


FIG. 5.

being driven by sprocket-wheels, this conveyor is driven by pawls pushing the chain along, and obviating entirely the wear of the sprocket-wheels and of the chain. The motion that it gives is evener and steadier, and permits of the power being applied at any point of the chain, either on a horizontal or vertical line.

The coal pockets of the Boston Electric Light Company are not directly over the boilers, but in a building at one side. The coal is taken from the spouts to the boiler furnaces by charging cars. The conveyor brings the coal over 700 feet from the coal-hoisting tower to the coal-storage pockets. The larger lumps of coal are broken to smaller pieces by the coal cracklers. All hoisting, cracking and conveyor machinery is driven by direct-gearred electric motors.

The Hunt conveyor differs from the ordinary chain conveyors in many particulars. While it is usually classed with this machinery, it is, in fact, a series of cars linked together, each having a body hung on pivots, gravity keeping them in an upright position, no matter whether the track is horizontal, vertical or inclined.

As illustrated by Fig. 6, the buckets hang upright in all positions of the chain, consequently the chain can be run in any direction, and the load will be carried just as securely and may be a liquid as well as dry materials.

The C. W. Hunt Co. of West New Brighton, N. Y., manufactures the equipments here described.

able preservative for structures of wood and metal is paint. Throughout the South, perhaps more than elsewhere, is needed a vigorous preaching of the gospel of paint, for there we see most frequently buildings exposed to the elements in a climate where the elements are not kindly to wood and metal. Deterioration

The poorest paint made is better and less costly than no paint, but the best paint is in the long run the cheapest. The best paints made are, of course, the most durable, and it is very generally conceded that combination paints containing zinc are more durable than paints without zinc. They are also gen-

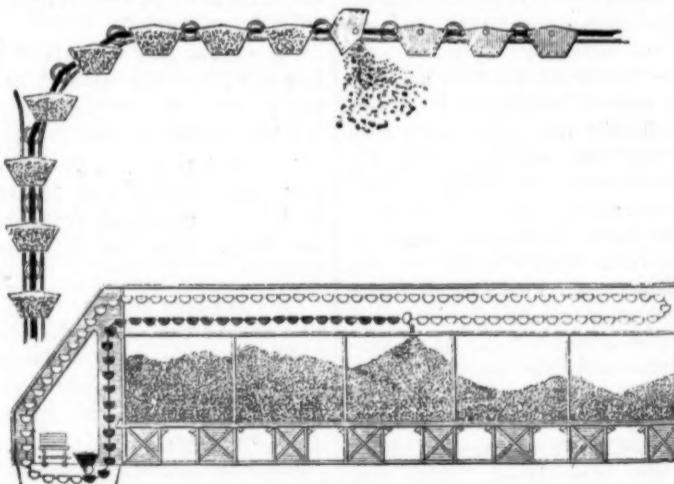


FIG. 6.

in buildings means deterioration in capital, and the cost of keeping buildings permanently protected by paint represents but a small item in comparison with the deterioration of an unpainted building. Perhaps more important still is the difference in moral effect produced by a neatly painted structure. An unpainted building looks unfinished and slipshod, a

really a little cheaper than the pure lead paints, and spread considerably farther, pound for pound.

Whatever the paint selected, nothing but unadulterated linseed oil should be used for thinning it. It is probable that half the trouble with paints arises from the use of adulterated oil. Ready-mixed paints are pretty generally based on zinc

white, and if they contain only pure oil, turpentine and dryers, will generally give entire satisfaction. When, however, they are, as it too often happens, merely cheap compounds of pigments with water, benzine, alkalies and only enough oil to make a soap with the latter, not much can be expected of them.

The ordinary test for water in ready-mixed paints is to place a strip of gelatine in the paint and let it remain overnight. If it swells, the paint contains water; if no effect is observed, the paint is probably a pure-oil paint.

The best guarantee of pure and good paint, however, is the guarantee of a responsible manufacturer—not some fancy name "Paint Company," which exists only on the can labels—but a known manufacturer with a "local habitation and a name."

All such manufacturers make good combination paints based on zinc and containing only pure linseed oil, turpentine and dryers, and on goods of this grade they print their names and addresses. Most of them make the other grades of paint, too, but they seldom print their names on the cans. Intelligent users can easily find the names and addresses of responsible manufacturers and secure the required guarantees.

A closing hint: In those sections of the country where thrift and industry have accumulated capital, unpainted structures are rare. There are parts of New England where even the pigstyes and the poultry-houses are painted. In those sections of the country where improvidence and poverty go hand in hand a painted building is a rarity. Paint is a sure index of prosperity and enterprise.

STANTON DUDLEY.

#### Harrisburg Standard Self-Oiling Engine.

The constantly-changing conditions of power-plant requirements call for special designs in engines to meet the exact service peculiar to electric and other modern over the wearing parts, including the

possible requirements for high, medium and slow-speed engines up to units of 2600 horse-power. The engines known as the "Ide" and "Ideal" were products of this company, and more recently the "Harrisburg Standard" has been evolved from the experience had with the other engines, and these may now be known in their order as good, better, best, the "Standard" embracing all the good points of the others.

The new system includes simple engines and tandem compounds with single valves, and simple, tandem and cross-compound engines with four valves, medium and slow speed, the latter of the "Corliss" rocker type.

We illustrate these new machines, commencing with the "Harrisburg Standard" simple single-valve engines. A peculiar feature of these new engines is that they are all constructed with side cranks, requiring only two main bearings, whether designed for direct-coupled or belted service, and thus many of the disturbing elements (excessive friction and bad alignment) that attend the operation of three or four bearing engines are removed, the friction loss in these machines being less than 2 per cent.

The simple engine, as will be noted from the accompanying illustration, Fig. 1, and which is made up to 36-inch diameter and stroke, is compact and graceful in design, and its high efficiency is due to a combination of tried features. These salient features include, in addition to the above, an automatic oiling device, by which the crank disc, connecting rod and crosshead are enclosed, and the case provided with a hinged hood, which may be turned back, and a plate on the side, which may be easily removed for inspection, and adjustment of reciprocating parts, as shown in Fig. 2. This arrangement of hood makes removal unnecessary, as all adhering oil drains back into engine frame. By the revolution of the disc in the oil, the rim of which touches its surface, it is splashed

around the main shaft next to the main bearing, from which a diagonal hole is drilled through the disc, coming out about the middle of the surface of the crank-pin, so that by centrifugal force, instead of the too uncertain force of gravity, a constant volume of oil is provided for its lubrication, completing the circulation from reservoir to crosshead, main bearing, crank-pin, and finally draining to reservoir again.

The patented governing mechanism is also a special feature of these engines, and is of the flywheel technically termed "centrally balanced, centrifugal inertia" type. It is sufficiently sensitive to regu-

pin, is cast in one solid piece of steel, the mold being placed in a horizontal position, with the pin down, producing a dense metal in the pin. This is afterwards turned and properly fitted, when the disc is shrunk on the shaft and keyed in position.

Every engine is thoroughly tested before it is shipped, and for this purpose metal bed-plates on heavy masonry are provided, with suitable channels for clamping them in place. When in position for testing the engine bed is supported on metallic points and the machine is first run for adjusting the governing and valve mechanism; next the flywheel

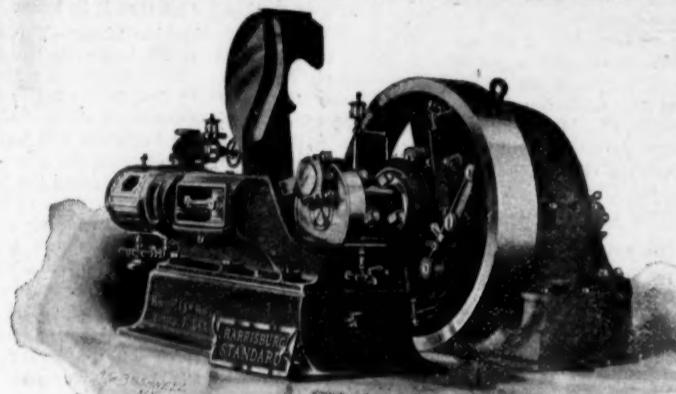


FIG. 2—HARRISBURG STANDARD SELF-OILING ENGINE.

late to one-half of one per cent. in load variations from zero to 125 per cent. Roller bearings are provided in the governor bearings, and the principal mechanism consists of two balanced levers, which are connected to an eccentric sleeve which surrounds the shaft, and which is pivoted at one side, so controlling the throw of the eccentric rod to a nicety.

The pillow blocks for the crankshaft has the cover fitted in a diagonal position, and the shell is provided with an oil chamber with recess for the oiling rings. The engine frame is extended with stuffing box exposed in such position as to provide for constant and easy access, and

is accurately corrected to a running balance, and finally each engine is so perfected that it is run upon the metallic points without any fastening.

Very accurate and elaborate tests are made to perfect the governing mechanism of each engine before it leaves the shop.

Although the "Harrisburg Standard" engine was designed but a year ago, there are already in operation seventy-three of these machines, with orders for twenty-seven more in the shop.

For further particulars address the makers.

#### Stone Crushers in Germany.

Ernest L. Harris, United States consular agent at Eibenstock, believes that American manufacturers of stone-crushing outfits, tile ditchers and sewerage apparatus would find a market in Germany. This empire has perhaps the best system of country roads in the world. Not only are new roads being continually built, but the old ones are repaired every five years. The stones are all crushed by hand with sledge hammers. From the car windows one can see piles of stone extending for miles along the roads waiting for the workmen to commence the long and tedious task. In many of the stone quarries one can see huge piles of uncrushed stone ready to be carted away. An American steam stone crusher would accomplish marvelous things if set up in one of the quarries.

The best method for an American manufacturer, says Mr. Harris, if he wishes to introduce these machines into Germany, is to secure a contract from the government, either State or municipal, to do a certain amount of work for a definite sum of money. Nobody will buy these machines without having first seen their utility demonstrated.

Ditchers and sewerage apparatus might be introduced into the Prussian provinces, where the soil for the most part is sandy and no rocks would be encountered. Considerable irrigation is also carried on.

The Southern Publishers' Association has elected Col. C. O. B. Cowardin of the Richmond Dispatch, president; Mr. Leland Rankin of the Nashville American, vice-president, and Mr. A. R. Holdberry, Jr., of the Richmond Times, secretary and treasurer.

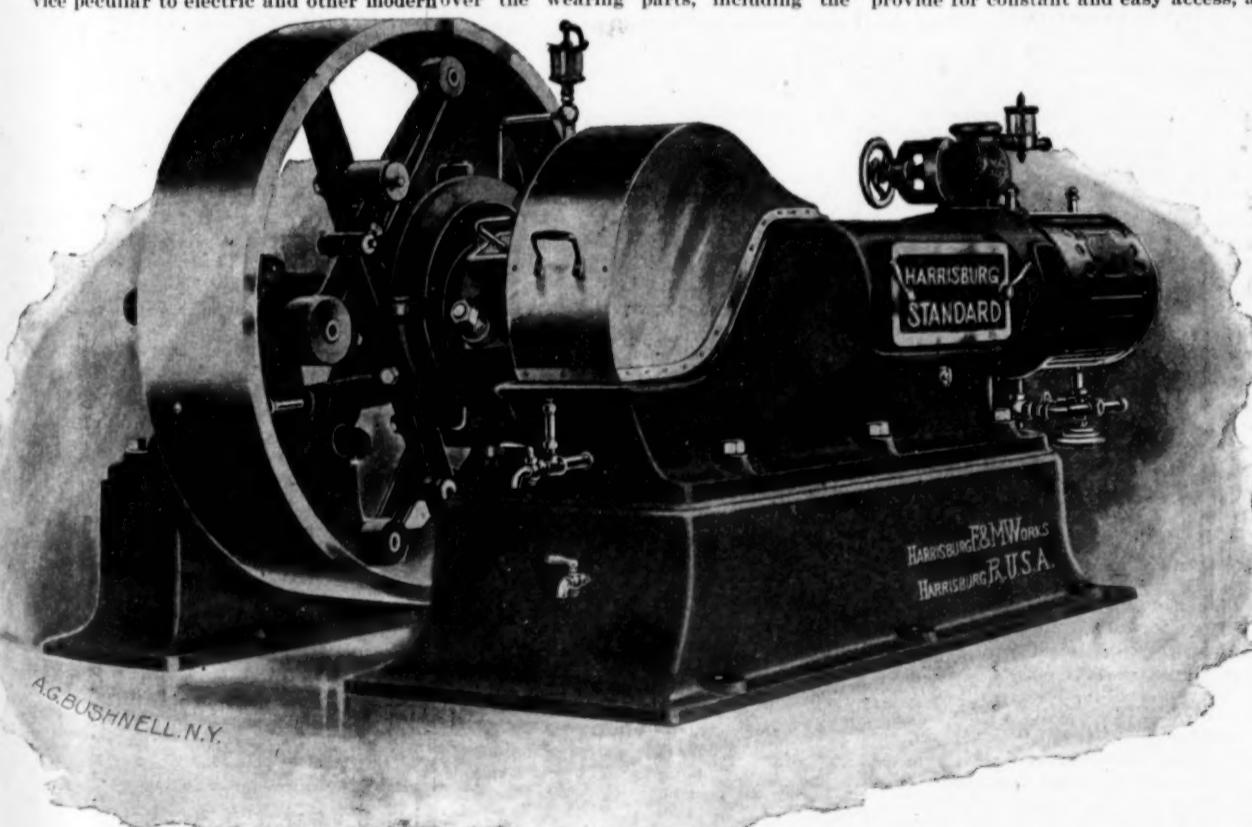


FIG. 1—HARRISBURG STANDARD SELF-OILING ENGINE.

power generation. Recognizing this fact, the Harrisburg (Pa.) Foundry and Machine Works, after long experience in the very highest class of steam engineering, designed a system of engines now known as the "Standard" or "Harrisburg Standard," to which attention of intending purchasers is invited, for the makers believe that these machines will meet all

crosshead, and by means of a lateral internal trough across the inside of the cover, a large portion of the oil is led out through a pipe and directed in a stream upon the main bearing adjoining the crank disc. The lubrication of the crank-pin is also accomplished in a very ingenious manner, by means of an eccentric annular chamber, recessed in the face of the disc

prevents the water of condensation from getting into the oil supply should a leak occur. In the process of manufacture the pistons, piston valves, pins and other special parts are all ground to an accurate fit, and micrometer records made of each piece, so that any part of an engine can be duplicated at any time after it leaves the works. The crank disc, including the

# CONSTRUCTION DEPARTMENT.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matter reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

**THE MANUFACTURERS' RECORD**  
seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

## ALABAMA.

Anniston—Carpet Factory.—William H. Zinn has organized the Anniston Carpet Co., with a capital stock of \$50,000, for the establishment of a carpet factory with capacity of 15,000 yards of ingrain carpet per day; a dyehouse will be built the size of the main building, and the capacity of the plant will probably be doubled in a few months.

Anniston—Pipe Works.—H. M. Wheeden of Boston, Mass., reported several months ago as having leased and to operate the Hercules Pipe Works at Anniston, will arrange for the enlargement of the plant.

Birmingham—Iron Furnace.—Randolph Williams of Richmond, Va., representing Baltimore and Richmond capitalists, has purchased and paid for 1800 acres of mineral and manufacturing site lands at Gate Cley, adjacent to Birmingham. It is also stated that two iron furnaces of 200 tons capacity each are to be erected, and that large glass works are talked of, but the Manufacturers' Record understands that no definite plans for the development of the property have been made. Information can be had from J. W. Middendorf of Middendorf, Oliver & Co., Baltimore, Md., or John L. Williams & Sons, bankers, Richmond, Va.

Decatur—Cotton-oil Mill.—G. N. Henson and associates of Chattanooga, Tenn., will erect an 80-ton cottonseed-oil mill at Decatur, as reported during the week; order for pressroom machinery has been placed.\*

Dothan—Laundry.—Dothan Steam Laundry Co. will rebuild its burned laundry.

Easonville—Flour Mill.—W. O. Hardwick has purchased and will operate a 15-barrel flour mill.

Eutaw—Canning Factory.—E. H. Anderson and others will organize a company for the erection of a canning factory.\*

Eufaula—Cotton-oil Mill.—The cotton-oil mill reported last week as to be erected by G. N. Henson and associates of Chattanooga, Tenn., will be built at Eufaula, Ind. Ter., not at Eufaula, Ala.

Fort Payne—Iron Furnace.—The Empire Steel & Iron Co., lately reported as having purchased the furnace at Greensboro, N. C., has purchased the Bay State furnace at Fort Payne, which has been idle for several years; company is also reported as negoti-

ating for several other iron furnaces in Alabama. Address Empire Steel & Iron Co., care of Rogers, Brown & Co., New York city.

Greenville—Toothpick Factory.—J. C. Seale contemplates establishing a toothpick factory.\*

Jenifer—Iron Furnace and Ore Washer.—Jenifer Furnace Co., John H. Noble, president, Anniston, Ala., is erecting the 500-ton washer at its ore beds in Jenifer, as lately reported, and also making extensive additions to furnace, but no definite date has been appointed for putting it in blast.

New Decatur—Machine Shops.—The shops of the Louisville & Nashville Railroad Co. (lately reported as to be enlarged) will have an addition of forty feet to the boiler shop, sixty feet to the blacksmith shop, the planing mill (a two-story building) will have an extension of forty feet, and the car shops will be extended 100 feet, making the building 300 feet long; \$20,000 worth of new machinery will be installed, including a stationary engine for boiler shop and a 2000-pound steam hammer for the blacksmith shop.

New Decatur—Cotton Mill.—Agreements have been made whereby a cotton mill to employ 500 operatives will be established. Address Col. C. C. Harris, vice-president, Decatur Land Co.

Scottsboro—Butter-dish Factory.—The Stevenson Butter Dish Factory has been incorporated, with a capital stock of \$5000; W. M. Wayne, manager.

Sheffield—Iron Furnace.—It is reported that the Colbert Furnace Co. (lessee of the Hattie Ensley Furnace) will expend \$25,000 in repairing the furnace preparatory to putting it in blast.

## ARKANSAS.

Fort Smith—Cotton-oil Mill.—G. N. Henson and associates of Chattanooga, Tenn., will erect an 80-ton cottonseed-oil mill at Fort Smith. The order for pressroom machinery has been placed.\*

Morrison Bluff—Creamery.—The Arkansas Valley Creamery Co. has been incorporated, with a capital stock of \$4000; George Hein, president; John H. Raper, vice-president; Adolph Elser, secretary, and John Elskorn, treasurer.

## FLORIDA.

Bartow—Starch Factory, Rice Mill and Canning Factory.—Col. M. S. Dowden of Homeland, Fla., under the instruction of Colonel Swope of Kansas, is investigating with a view of establishing a starch factory in Bartow; Colonel Dowden also will establish a rice mill and probably a canning factory.

White Springs—Saw Mill and Dry-kilns.—R. J. & B. F. Camp of Franklin, Va., have erected a new band mill and dry-kilns with capacity of about 70,000 feet per day at White Springs, and not the Camp Manufacturing Co., as reported during the week.

## GEORGIA.

Athens—Cord Mill.—The Mallison Braided Cord Co. has ordered forty additional machines and doubled its capacity, employing eighty operatives; D. Arnold, president.

Atlanta—Cotton Mill.—The Fulton Bag and Cotton Mills has ordered 500 additional looms.

Bainbridge—Water Works.—The city is considering the issuance of \$40,000 of bonds for the construction of water works. Address "The Mayor."

Cedartown—Cotton Mill.—The Cedarlawn Cotton Co. has been incorporated (with office at Portsmouth, Va.) for the manufacture of cotton yarn, thread, cloth, etc., with Charles Adamson, president; J. Wright Adamson, secretary, and Thomas Adamson, treasurer (all of Cedartown, Ga.); capital stock \$50,000; company will probably operate only at Cedartown. Address Chas. Adamson, Cedartown, Ga., or at 119 S. Fourth street, Philadelphia, Pa.

Fitzgerald—Saw Mill.—E. A. & W. Hallam have erected a large saw mill.

Grassdale—Flour Mill, Grist Mill and Ginnery.—L. D. Munford will rebuild his grist mill and ginnery; will also put in a 30-barrel roller flour mill.\*

Jefferson—Cotton Mill.—T. H. Niblack, W. I. Pike, H. W. Bell, F. L. Pendergrass and others have been appointed a committee to investigate the question of establishing a cotton mill.

Poulan—Cotton Mill.—J. M. Spiawn has

purchased an interest in the Aberdeen Mills, and will equip same with modern machinery, including an electric-light plant; 180 looms are already installed; Mr. Spiawn, manager.

Rome—Orchard Company.—G. H. Miller, L. W. Palen, J. C. Miller, A. D. Snoots and Cornelius Terhune have incorporated the Miller Orchard Co. for planting and cultivating orchards; capital stock \$12,000.

Savannah—Rice Mill, Flour Mill, etc.—H. M. Comer has purchased the old Habersham rice-mill property, but has not as yet decided what he will do with it. He also states that he has recently purchased a plantation in middle Georgia upon which there is a small water-power, which he desires to utilize in making meal and flour. A mill is contemplated for grinding fifteen or twenty bushels each of wheat and corn per hour.\*

Union Point—Cottonseed-oil Mill and Ginnery.—Judge John C. Hart contemplates erecting a cottonseed-oil mill and ginnery.\*

Vernal—Cottonseed-oil Mill.—D. R. Stewart contemplates the erection of a cottonseed-oil mill.\*

Waycross—Sewerage System.—The city will hold an election in April to determine the issuance of \$50,000 of bonds for construction of sewerage system. Address "The Mayor."

Waycross—Lumber Mill.—The Ware Lumber Co. will change the location of its lumber mill and greatly improve same; capacity will be 25,000 feet per day.

West Point—Cotton Mill.—The Lanett Cotton Mills will erect at once an additional mill of 26,000 spindles and 750 looms, and will require a 1200-horse-power engine to operate same. Construction contractors can see plans of factory buildings and cottages at office of L. Lanier, president.\*

Wrens—Flour Mill.—W. J. Wren contemplates putting in a 20 or 25-barrel flour mill, in addition to his corn mill.\*

## KENTUCKY.

Cloverport—Distillery, Flour Mill, etc.—J. F. Hanning (lately mentioned as to establish a distillery) has purchased the Chapin, Son & Hanning Distillery, and has, with S. I. Lewis, formed the J. F. Hanning Co. to operate same; capacity seven barrels per week; company also operates planing mill in connection with distillery, and contemplates the establishment of a flour mill.\*

Louisville—Commission.—N. A. Eiseman and Henry Haarkoetter have incorporated the Eiseman Commission Co. to conduct a general commission business; capital stock \$2000.

Louisville—Cigar, etc., Factory.—Chartered: The Eitel & Casselbohm Co., for the manufacture of cigars and cigarettes; capital stock \$4500.

Louisville—Cooperage.—Chess & Wymond Co. will enlarge their cooperage.

Louisville—Woolen Mills.—J. B. Hutchings has made plans for \$7500 three-story brick addition to Beargrass Woolen Mills.

Maysville—Planing Mill.—Collins & Rudy Lumber Co. has enlarged its plant by the addition of a two-story, ironclad, metal-roof structure 45x100 feet.

Middlesborough—Iron and Steel Plant.—The large iron and steel plant, including two furnaces and extensive steel works, built six or seven years ago, owned by the Watts Steel & Iron Syndicate, Limited, has been sold to the Virginia Iron, Coal & Railway Co., of Pulaski, Va., the latter reporting that it will put both the steel plant and the furnaces in full operation.

Middlesborough—Steel Plant, Iron Furnaces, etc.—The Virginia Iron, Coal & Railway Co. (office Empire Building, New York city) has purchased the entire plant of the Watts Steel and Iron Syndicate, Limited, with the intention of putting in blast the steel plant and furnaces at full capacity. The purchaser has acquired control of other coal and iron properties, which will enable it to furnish an abundance of raw material.

The Middlesborough Foundry & Machine Co. is also likely to become a part of the new company, and then it will be conducted on a more extensive scale than at present. Address New York office for particulars.

Owenton—Tobacco Factory.—The Owen County Tobacco Growers' League is endeavoring to locate a tobacco factory.

Owensboro—Grain Elevator.—J. M. Williams is considering plans for the organization of a \$20,000 stock company to erect a 200,000-bushel grain elevator.

Paducah—Telephone System.—Henry Blederman contemplates organizing a stock company to establish a telephone system.

Providence—Coal Mines.—W. A. Nesbit and F. D. Ramsey have purchased the Slope coal mines for \$7000.

Richmond—Electric Company.—The Richmond Electric Co. has amended its charter, increasing capital stock to \$15,000 from \$10,000.

Shelbyville—Cigar Factory.—Ben Rowitz of St. Louis, Mo., has formed the Shelbyville Cigar Factory for the manufacture of cigars.

Vanceburg—Wire-fence Factory.—Cincinnati (Ohio) parties will establish a wire-fence factory in Vanceburg. Gus Hubner can probably give information.

Vine Grove—Telephone System.—The Old Kentucky Telephone & Telegraph Co. has been incorporated by D. R. Pendleton and David Prewitt of Winchester; capital stock \$5000.

Webster County—Coal Mines.—The Monarch mines have partially changed hands. Messrs. Ruin, Anderson and Harrison incorporating a \$25,000 company to continue the development of the mines.

## LOUISIANA.

Houma—Sugar Factory.—The Greenwood Planting & Manufacturing Co., Limited, has been incorporated, purchased the Greenwood plantation in Terrebonne parish, and will erect and operate a large central sugar factory; capital stock \$100,000. Officers: Lucius F. Suthon, president; V. K. Kyle, vice-president; H. P. Berger, secretary-treasurer.

New Orleans—Mercantile and Commission Company.—Chartered: Chaffee, West & Co., Limited, to conduct a general cotton factorage commission, mercantile and manufacturing business with a capital stock of \$100,000; Joseph B. West, president, and Edward H. Purcell, secretary-treasurer.

## MARYLAND.

Baltimore—Dry-dock, etc.—Henry Williams, Decatur H. Miller, Jr., Robert Ramsay, George R. Heffner and George Weems Williams have incorporated the William Skinner & Sons' Shipbuilding & Dry Dock Co. to purchase and operate the shipbuilding plant of Harry C. Skinner. The company will construct a dry-dock (recently noted) to be 600 feet long and sixty feet wide; capital stock \$300,000.

Baltimore—Hotel.—Chartered: The Hotel St. James Co., by Harry K. Darby, John O. Johnston, Wm. W. Boone and others; capital stock \$30,000.

Baltimore—Stove, etc., Foundry.—S. B. Sexton & Son, No. 511 West Conway street, will erect a four-story brick building to their stove and iron foundry.

Baltimore—Stationery Factory.—George A. O'Donnell, John Lange, Alexander H. Schulz, Martin Meyerdrick and Charles E. O'Donnell have incorporated the O'Donnell-Lange Company for the manufacture of stationery; capital stock \$5000.

Baltimore—Ginger-ale Factory.—The Monumental Ginger Ale Co. (reported last week as incorporated) has for its purpose the manufacture of Gosman's ginger ale, etc.; seventy-five operatives will be employed. Address Adam J. Gosman, No. 346 North Charles street.

Baltimore—Drug and Chemical Works.—Sharp & Dohme have let contract to W. H. Riley for the erection of a seven-story additional building, of red brick, with graystone facings and trimmings, to cost \$15,000; additional machinery will be required, necessitating an expenditure of about \$15,000 additional; the capacity of the plant will be about doubled.

Baltimore—Brush Factory.—Rennous, Klein & Co. will rebuild at a cost of \$3500 that part of its factory and warehouse recently burned.

Centerville—Ice Factory.—Washington M. Armstrong has purchased machinery for the establishment of an ice factory.

Frederick—Lumber Plant.—Wilcoxon & Brown have built an addition to their lumber plant and put in a 50-horse-power engine and boiler.

Frederick—Telephone System.—The Frederick County Telephone & Telegraph Co. (reported during the week as incorporated) has purchased and will extend the plant of the Interstate Telephone & Telegraph Co.

North East—Rolling Mill.—The McCul-

lough Iron Co. has resumed operations at its rolling mill.

St. Michaels—Shoe Factory.—George C. Benson & Son of Burlington, Iowa, are investigating with a view of establishing a shoe factory in St. Michaels.

Washington, D. C.—Laundry.—A four-story addition will be erected to the Franklin Steam Laundry.

#### MISSISSIPPI.

Columbus—Sewerage System and Water Works.—Water works and sewerage systems will be constructed. Address J. L. Ludlow, Winston, N. C., consulting engineer.

Indianola—Canning and Broom Factory.—A. G. Stalers, No. 621 St. Charles street, New Orleans, in connection with other parties contemplates the establishment of a canning and broom factory in Indianola.\*

Leland—Oil Mill.—A \$100,000 company has been organized and contracted for the erection of an \$80,000 cottonseed-oil mill.

#### MISSOURI.

Bellville—Lead and Zinc Mines.—James Taussig, B. J. Taussig, Ephron Catlin, Peter A. O'Neill, John G. Davis, Robert Ables and others of St. Louis have incorporated the Three Friends Zinc Mining Co., with a capital stock of \$350,000, for the extensive development of lead and zinc mines recently acquired.

Brown Branch—Flour Mill.—James F. Albright will establish a 30 or 40-barrel flour mill.\*

Cadet—Mining.—The Aubuchon Mining Co. has been incorporated by C. D. Lamb, C. B. White, W. M. Penniman and Jerre Halderman; capital stock \$8000.

Carthage—Chartered: The Carthage Dimension & Flagstone Co., by Curtis Wright, William R. Logan, B. B. Allen and others; capital stock \$4800.

Galena—Concentrating Plant.—R. S. White will develop lead and zinc mines and erect a large concentrating plant.

Kansas City—Distillery.—George C. Prusing and George Ingorsoll of Chicago will organize a company, with capital stock of \$160,000, to establish a distillery at Kansas City. Address parties, care of Midland Hotel, Kansas City.

Kansas City—Mining.—Eugene K. Carle, George Peake of Kansas City and John M. Malang of Joplin have incorporated the Scotch Zinc & Lead Mining Co., with a capital stock of \$50,000.

Kansas City—Bridges.—The Kansas City, Fort Scott & Memphis Railroad Co. will replace eight bridges along its line. Address Edward S. Washburn, president and general manager, Kansas City.

Kansas City—Land, etc., Company.—James Haggard, E. E. Holmes, George Murray, J. D. S. Cook and A. S. Gossett have incorporated the Anglo-Superior Land & Investment Co.; capital stock \$375,000.

Kansas City—Mining.—The Libby Creek Mining Co. has been incorporated, with a capital stock of \$400,000.

Kansas City—Flats Building.—W. W. Ball, James W. Fitzgerald, T. A. Keith and J. T. Long, of Maysville, Ky., will erect a \$25,000 building.

Kansas City—Stationery.—F. P. & E. C. Burnap and S. G. Spencer have incorporated the Burnap Stationery & Printing Co.; capital stock \$75,000.

Kansas City—Planing Mill.—J. H. Hodes, A. E. Bolton, William F. Reynolds and others have incorporated the Southwest Boulevard Planing Mill Co.; capital stock \$4300.

Kansas City—Manufacturing.—The Sieben Manufacturing Co. has been incorporated by Henry Sieben, C. E. Burnham, J. C. Miller and others; capital stock \$10,000.

Malden—Improvement.—Chartered: The Malden Improvement Co. has been incorporated by R. H. Slanty, R. H. Beall, S. W. Spiller and others; capital stock \$2800.

Prosperity—Lead and Zinc Mines.—Boston (Mass.) capitalists have purchased from Col. James O'Neill of Webb City forty acres of mining lands at Prosperity for \$150,000 and will operate same.

St. Louis—Dairy.—H. J. Kettman, H. J. Koch and W. W. Hawkins have incorporated the Kettman-Koch Dairy Co.; capital stock \$2000.

St. Louis—Chemical Company.—Charles L. Allen, Charles B. Cook, Fred H. Goetz and George R. Quarles have incorporated the Charles L. Allen Chemical Co.; capital stock \$25,000.

St. Louis—Wine and Liquor Company.—George Starck, Ottmar G. Tarck and Albert

Thiele have incorporated the Great Western Wine & Liquor Co.; capital stock \$10,000.

St. Louis—Implement Company.—William G. Derment, Thomas P. Derment and Fidelis C. Sharp have incorporated the T. P. Derment Implement Co.; capital stock \$2000.

St. Louis—Construction.—Robert W. Morrison, Phillip G. Johnson and others have incorporated the Robert W. Morrison Construction Co.; capital stock \$5000.

St. Louis—Coal, etc.—Herman H. Hoffman, C. Herman Scheer and A. Henry Kneckmeyer have incorporated the Hoffman Coal & Teaming Co.; capital stock \$5000.

Webb City—Mining.—J. A. Meeks, R. H. Branch, M. G. Branch and others have incorporated the Muncie Mining Co.; capital stock \$22,000.

#### NORTH CAROLINA.

Argo—Gold Mine.—E. W. Lyon and W. A. Campbell are developing the Mann-Arrington gold-mining property, and will put the mill, which has a capacity for reducing seventy-five tons of ore per day, in operation.

Blue Wing—Copper Mines.—It is stated that Messrs. Lassiter and Graham have sold 600 acres of land to Boston capitalists, who will at once institute work for the thorough development of copper deposits on their property; further reports say that the Almonte Copper Mining Co. has been organized (under West Virginia laws) to promote and own the property. Possibly R. W. Lassiter of Oxford, N. C., can give information regarding this enterprise.

Blue Wing—Copper Mines.—The Boston & Carolina Copper Mining Co. is installing a compressed air mining equipment at its mines.

Charlotte—Gas Plant.—The Charlotte Consolidated Construction Co. has purchased the Charlotte Gas Works. The plant will be continued in operation and probably extensive improvements will be made this summer.

Charlotte—Chandlery.—Yarboro & Bellinger will establish a tallow chandlery.

Charlotte—Mercantile.—The Williams-Shelton Co. has been incorporated, with Charles Williams, president, and Z. G. Shelton, secretary, to continue on an enlarged scale the dry goods business conducted by Williams & Shelton.

Dellwood—Telephone System.—A. J. Sherrill of Iredell county is soliciting subscriptions for the establishment of a telephone system from Dellwood to Waynesville and other cities. This item was reported recently under Waynesville.

Durham—Flour Mill.—Chartered: The Durham Roller Mills Co., by Julian S. Carr, Thomas M. Gorman and C. B. Grimes; capital stock \$7000.

Edenton—Cotton Mills.—The Edenton Cotton Mills is ready to award contracts for masonry and carpentering for its proposed mill buildings. About 2,000,000 brick will be used. Plans and specifications can be seen at company's office.\*

Fayetteville—Cotton Mill.—The Holt Williamson Mills will put in six new speeders; mill will be enlarged and doubled in capacity; present equipment 5000 spindles.

Gold Hill—Copper Mines.—It is reported that Walter G. Newman of 80 Broadway, New York city, has purchased the Gold Hill copper mine and will operate it on his private account.

Gold Hill—Copper Mines.—The Union Copper Mining Co., which was organized recently, is now pushing development work of the copper deposits on its 553 acres of land that were purchased for this purpose. It is claimed that shafts thirty to 140 feet deep have been sunk, that the surface vein measures over 100 feet wide, and that the vein extends fully 3000 feet on the company's property from fifty to 120 feet in width; the ore is said to be equal in richness to any ever marketed. The erection of crushers and smelters to handle 500 to 1000 tons of ore daily is contemplated. Walter G. Newman is president of the company; office at 80 Broadway, New York city.

Lexington—Cotton Mill.—George W. Montcastle, W. G. Perry, C. A. Hunt, J. F. Hargrave and others are endeavoring to organize a company for the establishment of a 10,000-spindle cotton mill.

Murphy—Laundry.—L. E. Campbell, Box 32, will establish a steam laundry.\*

Raleigh—Cotton Mill.—A North Carolina party of experience in cotton manufacturing will erect a cotton mill to cost \$200,000. Edw. C. Smith will endeavor to secure the location of the plant at Raleigh.

Roxboro—Water Works, Electric-light Plant, etc.—The city has decided by popular vote to issue bonds for improvements to

water works, macadamizing streets, and it is also asserted an electric-light plant will be established. Address "The Mayor."

Roxboro—Cotton Mill.—The proposed cotton mill, noted several weeks ago, will be erected by the Roxboro Cotton Mills, in which John S. Cunningham is interested. The building will be 80x250 feet, for 5000 spindles; capital stock \$70,000.

Sanford—Cotton Mill.—Major John W. Scott and W. J. Edwards are interested in the erection of the cotton mill reported last week.

Smithfield—Cottonseed-oil Mill.—Allen K. Smith will erect a two-press cottonseed-oil mill.\*

Winston—Furniture Factory.—The Winston Furniture Co. has increased its capital stock from \$15,000 to \$30,000, and will begin operations about April 10.

Waynesville—Hosiery Mill.—The Waynesville Light & Power Co. proposes the manufacture of woolen hosiery; capacity, 500 pairs per day.\*

#### SOUTH CAROLINA.

Clemson College—Starch Factory.—Phil C. Bauer, Herman Wiegand and S. H. Paxton of the Southern Starch Co. are investigating with a view of establishing a starch factory in Clemson College.

Columbia—Telephone System.—J. A. Helvin, H. J. Simmons and Robert Moorman have petitioned the city council for franchise to construct and operate a system of telephone and telegraph; capital stock \$25,000.

Fork Shoals—Cotton Mill.—C. D. Nesbit & Son will put a 3000-spindle equipment in their Fork Shoals cotton mill.

Newberry—Warehouse.—Chartered: The Newberry Warehouse Co., with a capital stock of \$6000.

Pickens—Cotton Mill.—A committee has been appointed to solicit subscriptions for the erection of a cotton mill. Address for further information W. T. McFall and J. McD. Brun.

Sumter—Cotton Compress.—Harby & Co. have organized and incorporated the Sumter Compress Co., with a capital stock of \$25,000 (not \$15,000, as lately reported) for the erection of a cotton compress with capacity of from 800 to 1000 bales per day; twenty-five operatives to be employed.\*

Timmonsville—Tobacco Factory.—W. P. Henry & Co. are erecting a rehandling factory 60x200 feet in size, two and one-half stories high, with steam plant, etc.

#### TENNESSEE.

Chattanooga—Coal Mines and Coke Ovens. President J. T. Crass of the Lookout Incline & Lulah Lake Railroad Co., is interested in the development of coal mines on Lookout mountain, which will have a capacity of about 600 or 700 tons of coal per day. Negotiations are pending for the construction of a number of large coke ovens.

Chattanooga—Furniture Factory.—The Chattanooga Furniture Co. is having plans prepared for the erection of an additional building to its furniture factory.

Clarksville—Tobacco Factory.—Ned W. Turnley has purchased the J. J. Garrett tobacco factory and will conduct a general rehandling business.

Cleveland—Flour Mill.—M. P. Reeve and S. R. Earliest will establish a roller process flour mill.

Ducktown—Copper Mines.—A dispatch from Knoxville, Tenn., states that "Lewisohn Bros. of New York have purchased the copper-mines property of the Pittsburg & Tennessee Company at Ducktown for \$157,500. Improvements amounting to nearly \$250,000 will be made." Lewisohn Bros. telegraph the Manufacturers' Record that they "have purchased certain mines in the Ducktown district and intend working extensively."

Humboldt—Cotton Factory.—Hill Dungan is in correspondence with Northern parties relative to the establishment of a cotton factory in Humboldt.

Knoxville—Gas Plant.—Frank S. Hambleton, with John N. Steele and others, Baltimore, Md., capitalists, and C. C. Howard, H. U. McClung, Leon Fender, Thomas J. Felder and C. H. Harvey of Knoxville, will incorporate the Tennessee Gas & Coke Co. for the erection and operation of a gas plant; capital stock \$50,000.

Knoxville—Drug Company.—Chartered: The Knoxville Drug Co., by J. C. Lotspeich, J. E. Borchias, R. Knauff and others; capital stock \$1400.

Lawrenceburg—Furniture Factory and Planing Mill.—The Lawrence Furniture Works, lately reported as incorporated with a capital stock of \$25,000 for the manufac-

ture of all kinds of furniture, is an established plant operating in connection with furniture factory a planing mill; J. W. Garrett, general manager.\*

Memphis—Real Estate.—The Commerce Building Co. has been incorporated by John Overton, O. H. P. Piper, J. T. Ferguson, H. L. Brinkley and others to deal in real estate; capital stock \$250,000.

Memphis—Refining Company.—Chartered: The Williams Sugar Refining Co., with a capital stock of \$100,000.

Mossy Creek—Woolen Mills.—Ralph Mountcastle of Knoxville, Tenn., has purchased the Mossy Creek Woolen Mills and will organize a \$30,000 company to operate same; twenty woolen looms, carding and spinning machinery will be installed.

Nashville—Iron Company.—The Warner Iron Co. has been incorporated by John P. Williams, James Warner, W. E. McNeilly, John Diamond and F. J. Fuller; capital stock \$38,000.

Union City—Mercantile.—The Kenton Mercantile Co. has been incorporated to conduct a general mercantile business; capital stock \$30,000.

Spring City—Flour Mill.—E. C. & J. A. Angel have contracted for a complete 50-barrel flour mill.

#### TEXAS.

Bastrop—Round-bale Compress.—P. O. Elzner will erect a 5-70-saw ginnery and plant for compressing into round bales.

Brookshire—Round-bale Compress.—The Brookshire Cotton Co. has definitely decided to build a round-bale compressing plant, as reported recently was in contemplation; a 6-70-saw ginnery and compress at a cost of \$10,000 is proposed.

Cameron—Round-bale Compress.—W. S. Needham will erect a 6-70-saw cotton ginnery and operate in connection with it a round-bale compress.

Celeste—Cotton-oil Mill.—J. T. and M. K. Harrell, S. R. and W. A. Nelson, J. E. Chiles and G. D. Henslee are among the incorporators of the company lately reported as to be organized for the erection of a 60-ton cottonseed-oil mill.

Corsicana—Oil Wells.—L. M. Coates, James Garrity, W. F. Colquitt, Rufus Hardy and others have incorporated a company for the purpose of developing oil wells in and around Corsicana.

Dallas—Electric-power Plant.—Iowa parties who have purchased the system of the Consolidated Railway Co. will build an electric power-house in connection with other improvements changing the railway to the electric system; G. Van Ginkel, president.

Dallas—Cold Storage.—The Texas Cold Storage Dairy Co. has been incorporated, with a capital stock of \$15,000.

Ennis—Cotton-oil Mill.—The Ennis Cottonseed Oil Co. has adopted plans for enlarging and remodeling the capacity of its mill and buildings; additional machinery will be installed.

Galveston—Mercantile.—Fellman Dry Goods Co. has been incorporated by Gus Levy, T. J. Groer, Lewis H. Fellman and others; capital stock \$100,000.

Galveston—Clothing Factory.—The Island City Manufacturing Co. has been incorporated for the manufacturing of clothing, etc., by T. J. Goer, Ira Seelingson, Jake Cohen and others; capital stock \$120,000.

Gatesville—Flour Mill.—A stock company will be formed to rebuild the burned flour mill of Benjamin Worley; capacity 100 barrels.\*

Gatesville—Oil Mill.—Mr. Trozwell of Dublin is reported as to build an oil mill in Gatesville.

Houston—Oil Company.—Chartered: The Southwestern Oil Co., by B. F. Bonner, John K. Kirby and Robert W. Wier; capital stock \$100,000.

Houston—Machinery Company.—Chartered: The Howard F. Smith Machinery Co., with a capital stock of \$50,000.

Houston—Telephone System.—The telephone system lately reported as to be constructed by Waterbury & Bucklen will be incorporated as the Citizens' Telephone Co. of Texas.\*

Lockhart—Round-bale Compress.—J. D. Lipscomb will erect an eight 70-saw ginnery with compress for round baling.

Mount Calm—Cotton-oil Mill.—E. T. Nickels, B. H. Oates, J. W. Graves and others have incorporated the Mount Calm Cottonseed Oil Co.; capital stock \$20,000.

Nacogdoches—Planing Mill.—The Gallaway & Wright Lumber Co., lately reported as incorporated, will erect a planing mill 70x100 feet, with four machines, resaw and edger; will employ twenty operatives.

Palestine—Box and Basket Factory.—The

Harris Box & Basket Co. has been chartered with a capital stock of \$5000.

Pilot Point—Grain Elevator.—Light Bros. will erect a 100,000-bushel elevator, using steel tanks for storage.

Temple—Flour Mill.—Adam Brailee of Harrisonville, Mo., will erect a \$20,000 flour mill, with capacity of 200 barrels of flour and 100 barrels of meal per day in Temple. Address Mr. Brailee, care of Board of Trade, Temple.

Yoakum—Canning Factory.—The Yoakum Truck Growers' Association will erect a canning factory. Address the secretary.

#### VIRGINIA.

Alexandria—Chartered: The Victor J. Evans Co., by Victor J. Evans, Hugh M. Sterling, Alexander Patterson of Washington, D. C., and others; capital stock \$5000.

Alexander—Tailoring.—Chartered: The Pistel & Co., by John N. Pistel, Robert P. Murphy, Robert L. Simpson and others of Washington, D. C.; capital stock \$5000.

Buena Vista.—The Virginia Iron, Coal & Railway Co. of Empire Building, New York, which recently purchased the Buena Vista iron furnace, has closed the plant for repairs. Furnace will be in operation at an early date.

Churchland—Barrel Manufacturing.—R. T. Hargroves will probably organize in the fall companies to manufacture his patent barrel.

Clifton Forge—Light and Water Company. J. C. Carpenter, P. Seddon Roxley, A. J. Duncan, W. C. Moody, E. A. Snead, D. E. Smith and others have incorporated the Clifton Forge Light & Water Co., with a capital stock of \$100,000.

Damascus—Telephone Line.—The Liberty Hall & Damascus Telephone Co. (reported last week as incorporated) has its line in operation from Damascus to Liberty Hall to Glade Spring.

Danville—Tobacco Factory.—The Continental Tobacco Co. of New York has contracted with R. B. Graham for a factory building 80x100 feet for handling wrappers.

Danville—Cotton and Woolen Mills.—The Riverside Cotton Mills has purchased the property of the Dan River Development & Manufacturing Co., adding to its available water-power exceeding 5000 horse-power. It has been stated that the company will build cotton and woolen mills and utilize the power for other industries, but it telegraphs the Manufacturers' Record that such report is premature.

Elkton—Flour Mill.—W. H. Marshall will erect a building 100x35 feet, with engine-room 30x40 feet, for a 40 or 50-barrel flour mill, steam-power.\*

Leesburg—Flour Mill.—W. S. Jenkins & Co. have contracted for a complete new 100-barrel flour mill, including feed and meal outfit.

Liberty Hall (not a postoffice)—Telephone Company.—The Liberty Hall & Damascus Telephone Co. has been incorporated, with a capital stock of \$1000, by S. P. Edmondson, J. H. Vales of Friendship, Va.; R. B. Preston, P. E. Wolf of Lodl, Va., and A. A. Mock of Damascus, Va.

Liberty Mills—Flour Mill.—H. O. Lyne of Somerset, Va., has purchased the old Liberty Mills property at Liberty Mills, and will erect a new building and equip it with machinery for making flour and meal.

Manchester—Furniture Factory.—William Gratznowsky of Richmond will erect in Manchester a two-story brick building 100x60 feet, to which he will remove his furniture factory.

Narrows—Lumber Mill.—The E. B. Younkin Lumber Co. has purchased timber lands in Giles county and will establish a saw mill of 12,000 to 15,000 feet daily capacity, and possibly also a smaller mill; logging railway is also to be constructed. Address Geo. C. Lent, secretary.\*

Newport—Coal Mines.—James Housden has, it is said, discovered and will probably develop coal mines near Newport.

Newport News—Power-house.—The Peninsula Railroad Co. has contracted for all the machinery for a \$50,000 power-house. Address J. G. Livezey, president.

Norfolk—Manufacturing.—The Builders' Manufacturing Co. has been incorporated for the manufacture and sale of building materials, supplies and furnishings of all kinds; capital stock \$10,000; John A. Lesner, president; C. M. Thompson, vice-president, and G. E. Wilcox of Allegheny, Pa., secretary and treasurer.

Norfolk—Mining and Roofing.—The Union Mining & Roofing Co. has been incorporated, with a capital stock of \$3000, to conduct a general mining and roofing business; R. G. Davies, president; M. W. Bohn, secretary.

treasurer; company is merely incorporation of established concern.

Norfolk—Investment Company.—The Carolina Investment Co. has been incorporated, with Benjamin Newgass of London, now living at Norfolk, and president of the Atlantic & Danville Railroad, president; Henry S. Haines of Norfolk, vice-president; Alfred P. Thom of Norfolk, general counsel; Adam Treadwell of Norfolk, secretary and treasurer; capital stock \$50,000. The company will conduct a contracting, construction and investment business.

Norfolk—Silk Mills.—The Norfolk Silk Co., mentioned last week, has erected a weaving school of twelve looms for teaching purposes; the main mill will be 200x200 feet and operate 200 looms, \$100,000 being expended on the enterprise. Address J. P. Andre Mottu, vice-president.

Norfolk—Yarn Mill and Cottonseed-oil Mill.—Philadelphia capitalists will erect a yarn mill and cottonseed-oil mill in Norfolk. Names of interested parties will be announced later.

Richmond—Land Improvement.—The Mayo Bridge & Land Co. has changed its name to the Mayo Land & Bridge Co. and secured charter which authorizes it to acquire Mayo Bridge and appurtenances, to improve real estate, construct and operate quarries, mills and factories and conduct steam and electric plants. The company proposes to wall the entire island, as noted several weeks ago, and reclaim a large area for manufacturing sites; capital stock to be not less than \$25,000 nor more than \$500,000. Officers, Ware B. Gay of Richmond, president; H. W. Weston, treasurer; Julius Baker, secretary.

Richmond—Acetylene Gas Machine Works. The United Acetylene Companies has been incorporated for the purpose of manufacturing machines for generating acetylene gas, etc., with Charles U. Williams, president; Andrew Pizzini, Jr., vice-president; Warner Moore, treasurer, and E. Brooks Door, secretary. Capital stock to be not less than \$50,000 nor more than \$500,000.

Richmond—Cheroot Factory.—The Allen & Ginter branch of the American Tobacco Co. will begin the manufacture of cheroots in connection with its cigarette factory; additional machinery has been put in and seventy-five additional operatives employed.

Tazewell—Cold-storage Plant.—Boston & Sons will erect a large cold-storage plant.

Walcot—Flour Mill.—Lawrence, Weaver & Co. have contracted for a complete roller mill of forty to fifty barrels capacity.

#### WEST VIRGINIA.

Charleston—Electric-light Plant.—The State board of public works has appointed E. R. Roberts of Cleveland, Ohio, to furnish plans and specifications and superintend the erection of a \$4000 electric-light plant for the Statehouse.

Clarksburg—Coal Mines and Coke Ovens.—Eastern capitalists have purchased the property of the Adamson Coal & Coke Co. and will operate on an extensive scale; new and modern machinery will be put in and about thirty new coke ovens built.

Kanawha City—Wire and Nail Works.—Preparations are being made to put in operation the Columbia Barb Wire and Nail Works, capacity of 100 tons per day, to employ 300 operatives; D. A. Chenowith of Indianapolis, Ind., manager.

Morgantown—Tunnel.—The West Virginia & Pittsburg Railroad Co. will construct a tunnel two miles long to cost \$200,000; A. H. Kunst, general manager, Weston, W. Va.

Wheeling—Tobacco Factory.—The Standard Tobacco Co. (recently incorporated) has completed its organization, with W. H. Frank of Wheeling, president, and Mr. Beckman of Boston, vice-president; paid-up capital \$300,000; authorized, \$5,000,000.

Wheeling—Pottery.—The Riverside Pottery Co. has been incorporated to manufacture clay ware by Charles W. Fraunheim, William A. Isett, Jeremiah A. Miller, William A. Wilson and William F. Stifel; authorized capital \$1,000,000.

#### BURNED.

Mobile, Ala.—The three-story building of Spira & Pincus; estimated loss \$100,000.

Shreveport, La.—The vinegar and molasses factory and warehouse of Penick & Ford; estimated loss \$45,000.

International Incandescent Light Company.—This company has removed from 724 Chestnut street, Philadelphia, Pa., owing to the necessity for acquiring increased manufacturing facilities. The general offices are now located in the Witherspoon Building, Walnut and Juniper streets, rooms 623 to 626.

#### BUILDING NOTES.

Aiken, S. C.—Hotel.—Boston (Mass.) parties have purchased the Highland Park Hotel property and are having plans made by Mr. Stevenson of New York for the erection of a new hotel.

Baltimore, Md.—Office Building.—The Continental Building Co. has been incorporated, capital stock \$325,000, to erect office building for Continental Trust Co., lately reported.

Baltimore, Md.—Cottages.—The Bellevue Land Co., John W. Kemp, president, will erect thirty cottages.

Bessemer, Ala.—Office Building.—Jeff Clay & Son have let contract to M. Simmons for the erection of a brick building.

Charleston, S. C.—Auditorium, Hotel, etc. The Seashore Improvement Co. has had plans prepared by A. W. Todd for its proposed hotel at the Isle of Palms, to be a four-story structure of brick, with wooden columns and fancy trimmings, and contain 200 bedrooms; bids for the erection of the building will soon be called for. An auditorium will also be erected, plans for which are now under consideration. The company will issue \$200,000 of coupon bonds for its proposed improvements.

Charlotte, N. C.—It is stated that a brick block of business buildings will be erected, possibly by the Charlotte Consolidated Construction Co., on site of present gas-lighting plant. E. D. Latta can give information.

Chattanooga, Tenn.—Office Building.—Adams & Schneider have received contract to erect a two-story brick and stone office building for the Ross-Meehan Foundry Co.; cost \$3500.

Clinton, N. C.—Warehouse.—The Sampson Warehouse, Ed. M. Pace, manager, will erect a tobacco warehouse; capital stock \$10,000.

Columbia, Tenn.—Business Block.—A. B. Rains, Norman Kirkman and R. C. Church have closed contract for the erection of a three-story business block of Bowling Green stone and Philadelphia press brick.

Frederick, Md.—Hotel.—The Braddock Heights Improvement Co., lately reported as organized for the erection of a hotel, states that it is not making any effort at this time for building a hotel.

Georgetown, Ky.—Building.—Plans and specifications for the new public building can be seen at the mayor's office. Sealed bids for the construction of same will be received until April 12, and no bid will be considered that defers the completion of the work beyond November 15, 1899; usual rights reserved; bond required: A. H. Sinclair, mayor.

Hampton, Va.—Building.—Henry L. Schmelz will erect a four-story building.

Jacksonville, Fla.—Hotel.—The Windsor Hotel will be enlarged by the erection of an additional 150-room building to be built of Philadelphia press brick.

Kansas City, Mo.—Station.—The Metropolitan Street Railway Co. will have plans prepared for the erection of a new terminal station.

Louisville, Ky.—Residence.—Mrs. William Culbertson of New Albany, Ind., will erect a \$17,000 residence in Louisville.

Louisville, Ky.—Warehouse.—Dodd & Cobb are preparing plans for a seven-story warehouse 195x90 feet and to cost \$50,000 for W. B. Belknap & Co.

Louisville, Ky.—Warehouse.—Dodd & Cobb have made plans for \$6000 brick warehouse for H. Straus.

Macon, Ga.—Church.—D. G. Hughes and others are a committee to draw up plans for proposed Vineville Baptist Church, to be a brick structure with all modern church conveniences and cost \$10,000.

Marion, Ala.—Masonic Temple.—The Masonic Lodge will erect a three-story temple.

Midland, Md.—Church.—Rev. Father Don Luigi Sartori, pastor of the Catholic church, has contracted with W. A. Litter of Keyser, W. Va., for the erection of an addition to his church; the improvement, with the new convent to be erected, will cost \$7000.

Mobile, Ala.—Business Building.—Spira & Pincus will have plans made at once for rebuilding their three-story building reported burned; loss on burned building about \$100,000.

Montgomery, Ala.—Auditorium, Jail and Market.—Worthington & Schaefer's bid of \$24,300 has been accepted for the erection of the auditorium, jail and market-house, according to plans and specifications of Lockwood & Smith. Address "The Mayor."

Morristown, Tenn.—Hotel.—J. S. Crump, proprietor of the Virginia Hotel, will erect a 20-room addition.

Morristown, Tenn.—Hotel.—Investigations are being made with a view to the establishment of a hotel. Address Mayor McFarland for information.

Mt. Airy, N. C.—Hotel.—J. K. Reynolds, who recently purchased the White Sulphur Springs property, will erect a large hotel.

Newnan, Ga.—Business Building.—Arnall & Furmer Merchandise Co. has purchased site for \$5000 and is having plans prepared for a three-story building.

New Orleans, La.—Office Building.—J. T. Harrigan, second vice-president Illinois Central Railroad, Chicago, Ill., states that there is no truth in the report that his company will erect a 12-story office building in New Orleans.

Roanoke, Va.—R. H. Angell will erect a three-story brick store building.

Spartanburg, S. C.—College.—A \$10,000 building 110x45 feet will be erected by Converse College.

St. Louis, Mo.—Building.—Wilbur F. Boyle has secured permit for the erection of a seven-story building to cost \$55,000.

St. Petersburg, Fla.—Warehouse.—The Plant system will rebuild its warehouse, recently burned; it will be rebuilt by the company's forces and there will be no contracts; B. Parham, Savannah, Ga., general superintendent.

Union, S. C.—Hotel.—The Union Hotel building will be remodeled at a cost of \$10,000.

Washington, D. C.—Car Shed.—The City & Suburban Railway Co. is erecting a car shed 201x105, to be of brick and corrugated iron, cost \$12,000.

Washington, D. C.—Buildings.—James G. Hall is preparing plans for an enlargement to the Dewey Hotel; B. Frank Meyers is preparing plans for two-story dwelling for Edmund K. Fox, to have hot-water heat; L. Norris has prepared plans for residence 22x65 feet, press-brick finish, for Joseph F. Birch; five two-story dwellings, press brick and to have all modern improvements, will be erected under the supervision of J. Wenig; Dr. John W. Bayne will erect five two-story dwellings, contract has been let; N. T. Haller has prepared plans for new office building for New York parties; six dwellings will be erected after plans by Glenn Brown, to be semi-detached, of brick and stucco work, finished hardwood, slate roof and tile trimmings; Albert F. Marsh is preparing to erect an addition to his residence; Charles J. Gladden has prepared plans for two-story dwelling, press-brick front.

Washington, D. C.—Warehouses.—S. S. Daish & Son will rebuild their burned hay warehouses.

West Point, Ga.—Cottages.—Lanett Cotton Mills will erect a number of cottages. Address L. Lanier, president, for plans and specifications.

#### RAILROAD CONSTRUCTION.

##### Railways.

Bainbridge, Ga.—It is announced that the Georgia Pine Railroad Co. has finally decided to extend its road to the Chattahoochee river from its present terminus. J. P. Williams at Savannah, Ga., is president of the company.

Bristol, Tenn.—The extension of the Holston Valley Railroad, it is stated, will be about five miles in length. It will connect with the lumber road to be built by Messrs. Dull & Irvin, which will be in itself about fifteen miles long. A. F. Willey at Bristol is manager of the Holston Valley Company.

Bristol, Va.—It is understood that F. E. Montague of Richmond is interested in the railroad to be built from Bristol to Rocky Mount, in Franklin county. At the latter terminus it will connect with a division of the Southern system. It will run through Grayson, Carroll and Floyd counties.

Columbia, Mo.—Messrs. Johnston Bros. & Faught of St. Elmo, Ill., have secured the contract for building the Missouri Midland Railroad from Columbia to Keenard, Mo. It will be about ten miles long. Chas. Wiggins at St. Louis is president of the company.

Covington, Ga.—The Central of Georgia Railway Co. has applied to the State authorities for a charter amendment allowing it to build an extension from Covington to Porterdale, in Newton county. John M. Egan at Savannah is vice-president of the company.

Dallas, Texas.—L. S. Thorne, manager of the Texas & Pacific Railroad Co., advises the Manufacturers' Record that it may build an extension of the Port Allen branch along the bank of the Mississippi, but that

no arrangements have been made to complete it to Baton Rouge, La., as reported.

Elizabeth City, N. C.—A correspondent of the Manufacturers' Record writes that several local business men have signed the charter for the proposed railroad between Elizabeth City and a point on the Atlantic Coast Line. It is proposed to connect with the Norfolk & Carolina division at a point near Suffolk, Va. The road will be between twenty-five and thirty miles long.

El Paso, Texas.—It is stated that the El Paso & Northeastern Railroad Co. has determined to make a further extension north to the Kansas State line as soon as the present extensions are completed. The extension to the Salado coal fields is eighty miles long, and is expected to be completed by August 1. A. S. Greig at El Paso is superintendent.

Fort Payne, Ala.—The Fort Payne & Winchester Railroad Co. has been chartered to build a line between the towns mentioned, a distance of sixty miles. The company is capitalized at \$100,000. J. S. Walton of Delta, Fla., and H. L. Waters of Pensacola, Fla., are among the incorporators.

Galveston, Texas.—The Galveston, Houston & Northern Railroad has been formed to operate the Galveston, La. Porte & Houston Railroad, recently sold, and to make further extensions of the line. The company's capital is placed at \$500,000. Among those interested are L. J. Smith of Kansas City, Mo., and John M. Dorrance of Houston.

Greensboro, Ala.—The business men of Greensboro are endeavoring to secure an extension of the Dayton & Faunsdale Railroad to Greensboro, and Hale county may vote on an issue of \$40,000 in bonds to assist the enterprise. F. L. Siddons of Siddonsville, Ala., is president of the railroad company.

Hyattsville, Md.—The City & Suburban Railway Co. has nearly completed its line from Washington to Hyattsville, and expects to have the line in operation by April 1. It is operated by the trolley system. W. Kesley Schoepf is vice-president of the railroad company at Washington.

Jacksonville, Fla.—It is announced that work has begun upon the Jacksonville & Southwestern Railroad, and that the section between Jacksonville and the Suwannee river is to be built first. It is to be about 100 miles long. Jacob Cummer is president of the company at Jacksonville.

Lawndale, N. C.—It is stated that the Cleveland Cotton Mills Co. has finally determined to build the railroad line to a connection with the railroad near Shelby, N. C. The road will be ten miles in length and surveys are now being made. H. F. Schenck is the principal promoter.

Lewisburg, W. Va.—A line of railroad may be built from a point on the Chesapeake & Ohio at Lewisburg to the pulp mill to be built in Greenbrier county by the promoters of the mill. Westinghouse, Church, Kerr & Co. of New York are engineers for the mill company.

Lincolnton, N. C.—Among those interested in the Trans-Appalachian Railroad Co. are W. E. Walton and J. R. Erwin of Morganton, N. C. This is the road which it is proposed to build to connect the Seaboard Air Line with the East Tennessee & Western North Carolina Railroad. It is estimated that the line will be about seventy-five miles long.

Little Rock, Ark.—It is announced that the White & Black River Valley Railroad Co. has finally determined to extend its road from the present terminus to Batesville, Ark. The extension will be about twenty-two miles long. W. J. Thompson at Little Rock is general manager.

Marietta, Ga.—It is announced that the Atlanta, Knoxville & Northern Railroad Co. has revived the plan of building the proposed extension of its line to Atlanta. Jos. McWilliams is general manager at Marietta. The distance would be twenty miles.

Minden, La.—The Arkansas & Louisiana Railway Co. has let a contract for grading twenty miles of extension from Sibley into Bienville parish to Michael Tansey of Shreveport, La. William Buchanan of Stamps, Ark., is president of the company.

Mobile, Ala.—Work has begun on the Mobile & Bay Shore Railroad, which is to be a branch of the Mobile & Ohio twenty-seven miles long. The necessary ties have been bought for the entire line. E. L. Russell at Mobile may be addressed.

Murfreesboro, Tenn.—E. Wood of Murfreesboro and others are promoting a company to build a railroad which will form a connecting link in a chain of roads between Knoxville and Memphis, Tenn. Right of way has been secured in the interest of the line, which is to be called the Tennessee Eastern & Western.

Richmond, Va.—Engineers are now making surveys along the route of the proposed terminals for the Richmond, Petersburg & Carolina Railroad in the city. R. B. Seymour is chief engineer.

Rockwell, Fla.—The Dunnellon Phosphate Co., in a letter to the Manufacturers' Record, confirms the report that it is building a railroad from its lines to a point on the Withlacoochee river at Port Inglis. Five miles of the line are graded, and it will be completed in a few months. It will be fourteen miles long.

Selma, N. C.—Surveys have been completed for the Great Eastern Railroad between Selma and Snowhill, and Messrs. Howell & Parker, general contractors for the line, have been examining the route. The contractors represent a Philadelphia company. J. H. McCleary of Suffolk, Va., is general manager of the railroad company.

St. Michaels, Md.—J. C. Davis of St. Michaels and others are forming a company to build an electric line from St. Michaels to Easton and Centreville. The line will probably have several branches if built, and will be about sixty-five miles long in all. It is understood that T. J. Johnson of Cleveland, Ohio, is one of the parties interested.

Texarkana, Texas.—B. Collins, general manager of the Texarkana & Shreveport Railroad Co. It is announced has let a contract for constructing an extension which will be about twenty miles long and connect with the Shreveport & Red River Valley Railroad, now being built through Northwestern Louisiana.

Waco, Texas.—The Waco Commercial Club is assisting in the proposed construction of the Natchez, Alexandria & Waco Railroad, which it is proposed to build from the Mississippi river to Waco. F. M. Welch of Alexandria is president of the railroad company.

Washington, D. C.—It is again reported that work is soon to begin upon the Washington, Westminster & Gettysburg Railroad. This line is being promoted by James B. Colegrove and others of Washington, and will be about eighty miles in length. It will be operated by steam-power.

Washington, D. C.—A conference was recently held between the Pennsylvania Railroad Co. and the city authorities relative to the proposed terminals of the railroad in the city. These include a series of elevated tracks, a new depot and a steel bridge across the Potomac river. The total cost of the improvements is estimated at nearly \$6,000,000, of which the bridge alone will cost about \$1,000,000. W. H. Brown at Philadelphia is chief engineer.

Wichita Falls, Texas.—Morgan Jones, president of the Wichita Falls Railroad Co., writes the Manufacturers' Record that the extension of its line to Abilene, Texas, is now under consideration. No decision has been reached as yet.

#### Street Railways.

Bristol, Tenn.—It is calculated that the electric railroad being built in Bristol will be completed in a few weeks. Machinery is now being received for the power-house.

Dallas, Texas.—The new owners of the Consolidated Street Railway include G. Van Ginkle, president, and J. M. Earl, vice-president. In a letter to the Manufacturers' Record President Van Ginkle states that five miles of line now operated by animal power will be changed to electric power as soon as possible.

Kansas City, Mo.—The Metropolitan Street Railway Co.'s directors have formally approved the plans of the management to build the extensions in the city, which it is estimated will cost about \$1,500,000. W. H. Holmes is general manager.

Knoxville, Tenn.—It is announced that the proposed improvements to be made by the Knoxville Traction Co. will represent an outlay of about \$100,000. About \$25,000 will be spent in extensions of the trolley system. C. C. Howell is general manager.

Newport News, Va.—About 400 tons of rails have been received for the Peninsula Railroad Co.'s line, which is to be built in the city and suburbs. J. G. Livezy is president of the company.

Paris, Tenn.—John C. Sweeny, W. C. Johnson and others have formed the Paris Electric Co. to build a street railroad. The company is capitalized at \$100,000.

The Pittsburg Writing Machine.—In our last week's issue we spoke in reference to the Pittsburg writing machine (or typewriter), which is manufactured by the Pittsburg (Pa.) Writing Machine Co. The Bindley Hardware Co. of Pittsburg is sole sales agent and distributing agent for the United States.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Abattoir Equipment.—Abattoir, Box 274, Richmond, Va., is in the market for new or second-hand steam drier for bones, digesters, mill for grinding bones, etc.

Air Compressor.—See "Machine Tools."

Aluminum Castings.—Robert L. Moore, Statesville, N. C., wants addresses of firms who make small aluminum castings.

Billiard and Pool.—J. S. Crump, Virginia Hotel, Morristown, Tenn., wants estimates on fixtures for billiard and pool room.

Boiler and Engine.—Abattoir, Box 274, Richmond, Va., is in the market for 25 to 50-horse-power engine and boiler.

Boiler and Engine.—See "Saw-mill Machinery."

Boiler and Engine.—See "Oil-mill Machinery."

Boiler and Engine.—J. F. Hanning Co., Cloverport, Ky., wants to purchase boiler and engine.

Boilers and Engines.—See "Woodworking Machinery."

Bowling Alley.—J. S. Crump, Virginia Hotel, Morristown, Tenn., wants estimates on ten-pin-alley outfit.

Brick.—See "Building Material."

Brick and Tile Machinery.—J. P. Stephens, Tabor, N. C., wants to correspond with manufacturers of brick and tile machinery.

Broom Machinery.—A. G. Stallers, No. 621 St. Charles street, New Orleans, La., wants to correspond with manufacturers of machinery and supplies for broom factory.

Building Material.—Edenton Cotton Mills, Edenton, N. C., will award contracts for masonry and carpentering for its mill buildings; about 2,000,000 brick will be used. Plans and specifications can be seen at company's office.

Canning Machinery.—R. A. Bishop, Dawson, Ga., wants to correspond with manufacturers of or dealers in canning machinery.

Canning Machinery.—John E. Ashford, Gainesville, Ga., wants to purchase canning outfit for fruits and vegetables.

Canning Machinery.—E. H. Anderson, Eutaw, Ala., wants to correspond with manufacturers of or dealers in canning machinery.

Canning Factory.—A. G. Stallers, No. 621 St. Charles street, New Orleans, La., wants to correspond with manufacturers of machinery and supplies for canning factory.

Carousel.—See "Riding Gallery."

Charcoal Ovens.—C. S. Wells, No. 1713 Washington street, Houston, Texas, wants to obtain information regarding charcoal ovens that are manufactured for the purpose of producing from wood not only charcoal, but the oils, spirits, acids, etc., that are contained in the wood.

Conveying Machinery.—See "Mining Machinery."

Conveyors.—See "Cotton-oil Mills."

Cotton Mill.—The Lanett Cotton Mills, West Point, Ga., wants estimates on the erection of an additional mill of 26,000 spindles and 750 looms; 1200 horse-power will be required to operate same. Construction contractors can obtain plans of factory buildings and cottages from L. Lanier, president.

Crushing and Conveying Machinery.—See "Mining Equipment."

Digesters.—See "Abattoir Equipment."

Drainage.—Bids will be received at office of drainage commission of New Orleans, Room No. 20, City Hall, for the excavation, by dredge, of the main outfall canal, until April 20. Plans and specifications can be seen and information obtained at office.

Each bid must be accompanied by guaranty deposit of \$250. Bond of \$5000 for the satisfactory performance of the work will be exacted; A. Schreiber, secretary.

Electrical Machinery.—King Lumber Co.,

G. P. McNeill, secretary, Charlottesville, Va., wants a second-hand electric motor, 20-horse-power multipolar preferred, 220 volts.

Electric-light Plant.—R. Lundy, city clerk, Carthage, Mo., will receive bids until April 18 for furnishing and constructing electric-light plant in accordance with plans and specifications; bids must be sealed and endorsed "Proposals for Electric-Lighting Plant." Plans and specifications are on file at city offices and at office of Owen Ford, engineer, 710 Security Building, St. Louis, Mo. Bids must be accompanied by certified check equal to 4 per cent. of amount of bid. Usual rights reserved.

Elevators.—J. T. Roberts, Valdosta, Ga., wants to purchase elevator for wagons and buggies.

Emery Grinder.—Tar River Oil Co., Tarboro, N. C., wants an automatic emery grinder for cottonseed-huller knives; E. V. Zoeller, secretary.

Engine.—Jas. F. Albright, Brown Branch, Mo., wants to purchase a 25 or 30-horse-power engine for 30 or 40-barrel flour mill.

Envelope Machinery.—Allan Nicholson, Union, S. C., wants estimates for the complete equipment of an envelope factory.

Flour Mill.—L. D. Munford, Grassdale, Ga., wants to purchase a 30-barrel roller flour mill.

Flour Mill.—Marks & Jenkins, Albemarle, N. C., want prices on 25 to 30-barrel roller flour mill; also want information regarding size of building required for such plant (60-horse steam-power).

Flour Mill.—H. M. Comer, Savannah, Ga., wants prices on roller flour mill of fifteen or twenty bushels each of wheat and corn capacity per hour.

Flour Mill.—W. H. Marshall, Elkhorn, Va., is in the market for 40 or 50-barrel flour mill (steam-power).

Flour Mill.—Benjamin Worley, Gatesville, Texas, will receive bids for a short system sifter outfit of 100 barrels of flour per day.

Flour Mill.—Jas. F. Albright, Brown Branch, Mo., wants to purchase 30 or 40-barrel flour mill.

Flour-mill Machinery.—W. J. Wren, Wrens, Ga., wants to purchase flour-milling machinery for 20 or 25-barrel mill (no pressure).

Flour Mill.—J. F. Hanning Co., Cloverport, Ky., may purchase a flour mill (buhr system).

Fire-department Equipment.—The city of Vicksburg, Miss., will purchase a combination chemical engine, hose wagon, with hook-and-ladder attachment. Address W. L. Trobridge, mayor.

Foundry Equipment.—Walter Tipton, care of Bachman Foundry & Machine Co., Austin, Texas, will purchase shapers, drills, punches, shears, etc.

Gas or Gasoline Engine.—See "Marine Machinery."

Ginnery.—See "Oil Mill."

Grinding Machinery.—See "Abattoir Equipment."

Heating Apparatus.—J. S. Crump, Virginia Hotel, Morristown, Tenn., wants estimates on steam-heating plant.

Ironworking Machinery.—Harby & Co., Sumter, S. C., want to purchase machines for straightening and punching iron cotton ties.

Knitting Mill.—Waynesville Light & Power Co., Waynesville, N. C., has solicited prices on hosiery mill of 500 pairs per day capacity.

Laundry Machinery.—L. E. Campbell, Box 32, Murphy, N. C., wants estimates on steam-laundry machinery for complete plant.

Lumber.—W. H. Holt, Newport News, Va., wants to communicate with mills (tributary to Newport News) relative to the purchase of lumber, lathes and shingles.

Machine Tools.—Birmingham Boiler Works, Birmingham, Ala., is in the market for one second-hand Flauze punch capable of punching a seven-eighths-inch hole in seven-eighths-inch thick iron, one air compressor with capacity of 150 cubic feet per minute, one punch to make a three-quarter-inch hole in iron three-quarter-inch thick, anything over an eight-inch throat will do.

Marine Machinery.—D. A. Zinc & Son, Radford, Va., want a gas or gasoline engine (kerosene), six, eight or ten horse-power, which can be reversed, run either way, with sprocket wheel and chain belting, for boat seventy-three feet long, eight feet wide at center, keel bottom; also want eight sprocket wheels, thirty inches diameter, two and one-half bore, two shafts two feet long, two and one-half inches diameter, one shaft twelve feet long, two and one-half inches diameter, with collars.

Mining Equipment.—Fulton Bag and Cot-

ton Mills, Atlanta, Ga., wants addresses of manufacturers of crushing machinery for crushing coal; also conveying machinery.

Mining Machinery.—Victoria Florida Phosphate Co., Newberry, Fla., wants the most economical machinery for moving overburden.

Oil Mill.—Judge John C. Hart, Union Point, Ga., wants quotations on machinery for cottonseed-oil mill and ginnery.

Oil Mill.—D. R. Stewart, Vernal, Ga., wants to correspond with manufacturers of cotton-oil machinery.

Oil Mills.—G. N. Henson, president Muscogee Cotton Oil Co., Chattanooga, Tenn., wants to purchase power plants, conveyors, pulleys and shafting for two 80-ton cotton-oil mills.

Oil-mill Machinery.—Lockhart Cotton Oil Co., Lockhart, Texas, is in the market for one additional press, one former and one 125-horse-power boiler and engine.

Oil-mill Machinery.—Allen K. Smith, Smithfield, N. C., wants to purchase a two-press cottonseed-oil mill.

Pier Work.—Sealed proposals for reconstruction of pier No. 4 of Aqueduct bridge, across Potomac river at Georgetown, D. C., will be received until April 27. Information furnished on application. Chas. J. Allen, lieutenant-colonel, engineers, 601 Eighteenth street N. W., Washington, D. C.

Plaster Machinery.—Napoleon Pulp Plaster Co., Napoleon, Ohio, will buy full equipment for manufacture of plaster.

Plumbing and Heating Apparatus.—Sealed proposals will be received until April 17 at the office of John S. Bethel, custodian United States custom-house and postoffice building, Richmond, Va., for repairs to plumbing and to heating apparatus at above-named building, in accordance with plans and specifications, copies of which may be had.

Pulleys and Shafting.—See "Cotton-oil Mills."

Power Plants.—See "Cotton-oil Mills."

Railway Equipment.—F. A. Glass, Hearne, Texas, wants 1500 tons relaying or rolled rails, sixty pounds, delivered f. o. b. Hearne.

Railway Equipment.—A. A. Talmage, No. 220 Broadway, New York, wants prices, etc., on relaying steel rails, twenty-five to seventy pounds, standard and narrow-gauge equipment.

Railway Equipment.—Lumbermen Supply & Equipment Co., Savannah, Ga., is in the market for one 8 to 10-ton locomotive, geared engine preferred with eight-inch driving wheels to run on wood track; one 13 and one 15-ton of the same style of engine (Shay, Climax or Heysler preferred); one 15 to 18-ton mogul or American type locomotive to be used on steel rail, engine to be equipped with steam brake on drivers; the Lutz Brewing Co. of Allegheny, Pa., may double the capacity of its plant, which now turns out 150,000 barrels annually.

A dispatch from Coatesville, Pa., is to the effect that the Coatesville Boiler Works will erect an addition to their present plant.

It is understood that the Darby Gas Co. of Darby, Pa., has determined to erect a plant for generating gas which will cost \$150,000.

W. L. Ward of Port Chester, N. Y., is a director in the Port Chester Coal & Coke Co., incorporated with \$50,000 capital stock.

The Union Cartridge Co. of Bridgeport, Conn., has planned an addition to its works which will contain a building five stories high.

According to a dispatch from Castalia, Ohio, the Castalia Cement Co. has determined to build works which will cost \$250,000.

The Grand Crossing Tack Co. of Chicago, Ill., has determined to add a rod mill to its present plant, and has let contracts for the same.

Thomas N. Jones of Auburn, N. Y., is the principal stockholder in the Great Western Mining Co., recently incorporated in West Virginia.

The Lures River Mining Co. is a Cleveland (Ohio) corporation, capitalized at \$180,000. Clarence E. Sanders of Cleveland may be addressed.

Isaac P. Lambing of Breckenridge, Colo., is the principal stockholder in the Blue River Gold Mining Co., recently incorporated in West Virginia.

The Cheshire Manufacturing Co. of Cheshire, Conn., may erect a brick addition to its present works in order to meet the demand for its products.

It is understood that the Mercer Machine & Casting Co. of Mercer, Pa., has determined to build its proposed plant in the near future.

The Davies Casting Machine Co. of Warren, Oh'o, will not build a plant at present, but have its work done by contract. R. W.

Telephone Equipment.—Waterbury & Bucklen, Houston, Texas, will buy telephone equipment.

Textile Machinery.—Paris Manufacturing Co., J. H. Lawrence, proprietor, Paris, Tenn., wants to purchase a set of custom cards and picking machine.

Tiling.—John E. Stormes, Lancaster, Ky., wants to purchase second-hand floor tile.

Toothpick Machinery.—J. C. Seale, Greenville, Ala., wants to correspond with manufacturers of toothpick machinery.

Water Works.—Bids are asked until April 3 for constructing gravity works; check, \$1500. A storage reservoir of 225,000 gallons capacity will be built; cost \$10,000; Murray Harris, engineer, Baird, Texas.

Windmill and Towers.—S. P. Brockway, Staunton, Va., wants to correspond with manufacturers of galvanized-steel towers and windmills.

Windmill.—L. E. Campbell, Box 32, Murphy, N. C., wants to purchase a windmill.

Wire-fence Machinery.—D. L. Boozer, No. 1515 Main street, Columbia, S. C., wants to correspond with the manufacturers of machinery for making wire fencing.

Woodworking Machinery.—See "Toothpick Machinery."

Wood-pulp Machinery.—Benjamin Thompson, Greensboro, N. C., wants names and addresses of manufacturers of wood-pulp machinery; also names and addresses of users of wood pulp.

Woodworking Machinery.—R. H. Edmunds, No. 1439 Main street, Columbia, S. C., wants to correspond with manufacturers of machinery for making butchers' skewers.

Woodworking Machinery.—Valdosta Sash & Door Co., Valdosta, Ga., is in the market for a 6x24 double surfacer and matcher, second-hand preferred.

Woodworking Machinery.—E. H. Miller, No. 427 Main street, Danville, Va., wants to correspond with manufacturers of wood-working machinery, including boilers and engines.

Woodworking Machinery.—Lumbermen Supply & Equipment Co., Savannah, Ga., is in the market for a four-sided timber planer 14x14, 14x16 or 16x20, second-hand; one 24x24x6-inch ironworking planer, Pond or Whitcomb preferred, price delivered at Savannah, Ga.

Woodworking Machinery.—Lawrence Furniture Works, J. W. Garrett, general manager, Lawrenceburg, Tenn., is in the market for double-end turner and gang edger for preparing stock for rod machine.

build on a larger scale. The concern makes upholsterers' goods.

The Manufacturing Investment Co. of Madison, Me., it is announced, has determined to construct a paper mill at this point, which will cost \$500,000. The plant will be operated by water-power.

F. E. Hale, treasurer, may be addressed relative to the Diamond Light Co., which has begun operations at Syracuse, N. Y. It will manufacture a special gas burner, employing about 150 men.

The Indo-Egyptian Compress Co. has been incorporated in New Jersey with \$15,000,000 capital stock, it is understood, to introduce an improved baling system in Egypt, India and other foreign countries.

Hugh J. Riley of 31 Broadway, New York, has secured a contract, it is stated, for a large amount of paving to be done in Havana. The contract covers about thirty miles of streets in that city.

The Armour Curled Hair Works of Chicago, Ill., writes the Manufacturers' Record that it has reached no decision as yet about rebuilding the plant recently burned, as the insurance has not been adjusted.

The Union Malleable Iron Co. of Moline, Ill., may build a plant at East Moline which will have a capacity of 10,000 tons annually. It is understood that the foundry building alone will be 408x50 feet in size.

A Chicago dispatch is to the effect that Alfred Doyle of Dolgeville, N. Y., has determined to build a felt factory in Chicago, and that representatives of the Armour Company will be large stockholders.

There is a possibility that a yarn mill may be established at Woonsocket, R. I., to cost \$200,000 by a French syndicate. C. R. Makepeace at Providence, R. I., is mentioned as architect for the company.

It is announced that the Amoskeag Manufacturing Co.'s new mill at Manchester, N. H., will be 500x100 feet in dimensions and at least five stories high. The company's principal offices are at Boston, Mass.

It is stated that the proposed sugar factory to be built at Menominee, Mich., will be in the interest of a company with \$17,000,000 capital. It will cost \$500,000, and will have a capacity of 1000 barrels daily.

The Safety Conduit Co. of Rankin, Pa., has purchased the plant of the Armorite Co. of Pittsburgh, Pa. It is understood that the plant at Rankin will be increased by the construction of several additions.

The Shickle, Harrison & Howard Iron Co. of East St. Louis, Ill., advises the Manufacturers' Record that it is now placing contracts for a building 338x340 feet. An entire outfit of machinery will be needed.

Edward J. Kirk of 562 Carman street, Camden, N. J., is a director in the American Hull Cleaner Co., recently formed with \$100,000 capital stock. It intends manufacturing apparatus for cleaning the hulls of ships.

The Atlantic Cement Co., recently formed with \$300,000 capital, it is stated has begun work on its plant, which is to be situated at Egypt, Pa. John J. Detwiler of Easton, Pa., is one of the directors of the company.

There is a possibility that the plant of the Turney & Seymour Manufacturing Co. at Torrington, Conn., may be utilized for the construction of a new railroad system invented by James M. Murphy. It is known as the third rail electric system.

A dispatch from Boston, Mass., is to the effect that the Dominion Steel & Coal Co. may build a steel plant in Nova Scotia to cost \$3,000,000 if it secures certain legislation from the Canadian Parliament. Henry M. Whitney of Boston is at the head of the company.

The Independent Light & Power Co. which has recently been formed at San Francisco includes several of the Spreckles family in the directory. Its capital is \$10,000,000, and it proposes constructing a large electric-light and power plant, also installing a telephone system. Claus Spreckles will be president of the company.

The steel works proposed to be built at Sharpsburg, Pa., are being promoted by a company which includes Charles D. Marshall and Howard L. Fisher. The buildings will comprise a main structure 125x240 feet and a gas-producer house 50x100 feet, as well as several smaller structures. About 100 horse-power will be developed.

The Superior Shipbuilding Co. recently referred to in the Manufacturers' Record, will be capitalized at \$1,000,000. It is announced that Alexander McDougal, who has been one of the promoters of the whaleback steamers and barges on the Great Lakes, is prominently interested in the company, which will construct a shipyard at Duluth, Minn.

It is announced that the American Fish

Co., which represents a large number of fishing companies on the lakes, intends erecting a plant for canning fish, also for refrigerating purposes, and a fertilizer plant. It is intended to build on a very large scale, and several thousand men will be employed. A. T. Moran of Chicago, also A. T. Ourfrey of Fair Haven, Wis., are interested.

The Dangler Stove & Manufacturing Co. of Cleveland, Ohio, advises the Manufacturers' Record that it intends rebuilding its plant, destroyed by fire, on a much larger scale than before. The former building was 450x50 feet in dimensions and four stories high, in addition to a foundry, japanning room and other small buildings. Plans for the new structures will be prepared as soon as possible.

The Colorado Sugar Manufacturing Co. of Grand Junction, Col., informs the Manufacturers' Record that its plant will consist of a main factory 290x70 feet, a warehouse 150x60 feet, a boiler-house 100x52 feet and a lime-kiln 75x42 feet, also a machine shop and a seedhouse. Contracts have been let for these buildings, but machinery to the extent of \$300,000 will be purchased. The company may be addressed at Grand Junction.

The Pittsburgh Steel Foundry Co. has determined to construct its proposed plant at Glassport, Pa. It includes Robert S. Smith and C. F. Dean of Pittsburgh, while Stewart Johnston will be president of the company. The apparatus will include four 20-ton furnaces, and included in the equipment will be ten traveling cranes ranging from ten to sixty tons capacity. It is understood that the entire plant will be operated by electric power.

#### TRADE NOTES.

Phosphate Plant for Sale.—J. S. Fairhead, receiver, is offering for sale a complete phosphate plant. (See advertisement.)

Horizontal Tubular Heater.—The Stewart Heater Co. of Buffalo, N. Y., has issued circular "A," containing full particulars regarding its widely and well-known Otis tubular feed-water heater and purifier.

Oil-Mill Machinery.—Contracts have been obtained by the G. H. Bushnell Press Co. of Thompsonville, Conn., to furnish press-room machinery for a cotton-oil mill at Eufaula, I. T., and for a 30-ton mill at Gaffney, S. C.

Opportunity in Virginia.—Ill-health is given as the cause of a half-interest being offered at most reasonable figures in a good paying hardware and queensware business in the valley of Virginia. (See advertisement of Box 144.)

Engraving Establishment.—The Niagara Engraving Co. of Buffalo, N. Y., has consolidated with the Art Engraving Co. of Riverdale, Md., with an office in Washington, D. C. The output will be high-grade engraving in relief and intaglio.

Water-Power for Sale.—R. C. Johnson's advertisement in our columns today offers for sale an unimproved water-power. It is claimed that the power can be developed for 8000 to 10,000 horse-power. Address Mr. Johnson at Camden, S. C.

Pepper & Register.—Messrs. Pepper & Register, engineers and contractors, of 1414 S. Penn Square, Philadelphia, have removed into large and more advantageous quarters at rooms 712-13-14-15 Fidelity Mutual Life Building, 112-14-16 N. Broad street, Philadelphia, Pa.

Pump Works for Sale.—E. L. Menger, receiver, is offering for sale the plant of an established pump works in Tennessee. The plant is completely equipped in every particular and is claimed to have an extensive business of a paying character now on its books. (See advertisement.)

Fred. W. Wolf Company's Prices.—The Fred. W. Wolf Company of Chicago has issued a card withdrawing all prices on ammonia fittings and ice-factory supplies, stating that new catalogue No. 7 concerning these prices is now ready for distribution. All prices in previous catalogues are cancelled.

Weir Frog Company Enlarging.—Owing to the increased number of new machines added by the Weir Frog Co. to its plant, an enlargement of boilers and engine capacity has become necessary. There is now being installed 500-horse-power Stirling boilers and a 450-horse-power compound engine, the latter being a patent of the late Fred C. Weir, former president of the Weir Frog Co. A similar engine running at the works

for the last six years has been found very economical and efficient. Other improvements tending towards increase of output are contemplated.

Marion Steam Shovels.—Exceptional merit in its line of goods has enabled the Marion (Ohio) Steam Shovel Co. to dispose of a number of shovels since the year opened. On February 1 the company had thirty steam shovels in stock, today that lot is sold and the works is behind on orders. On model "K" shovels the company is sold up to May 15, but on models "G" and style "A" shovels better delivery can be made.

"Wells" Light in England.—Mr. Edward Robinson, proprietor of the Wells Light Manufacturing Co. of 44 Washington street, New York city, sails for England on the Lucania April 8. Doubtless this visit indicates that the Wells Light Manufacturing Co.'s products will be actively pushed in the European markets in the future. The company's lighting and heating specialties are widely and favorably known to the trade.

Industrial Railways.—The Cleveland Car Co. has been organized recently to build complete equipments for industrial railways, including portable tracks, rolling stock and all accessories. The company's plant is specially designed and equipped for this class of work, and its manager, Mr. J. W. Hornsey, has had several years' experience with another leading concern in this line. The Cleveland Car Co. has located at 148 Scranton avenue, Cleveland, Ohio, and will endeavor to maintain quality at the highest point and prices at lowest possible point consistent; prompt delivery of all orders entrusted to this firm is promised.

Barrels Made of Steel, etc.—The W. J. Clark Co. of Salem, Ohio, is filling an order from a Jersey City firm for a large number of barrels made of sheet steel. We do not learn what use is made of such barrels, but the present is the second order from the same firm, and we may therefore conclude that they served the purpose for which they were wanted.

They certainly have the merit of being non-combustible and never shrinking so as to loosen hoops if allowed to get dry. The Clark Company is about to build an addition to its works to make room for more machinery for the manufacture of the improved hose couplings known as the "Quick as Wink," and other specialties.

Elevators.—The introduction of elevators of all kinds into the various uses of modern business and home life was followed by the appearance of many diverse methods and makes of elevators.

One of the most prominent of the companies now before the public soliciting its share of the available trade is the Albro-Clem Elevator Co. of 703 Glenwood avenue, Philadelphia. This corporation has a complete plant, in which it manufactures and builds hydraulic, electric, belt and power passenger and freight elevators, dumb waiters, automatic hatch doors, hoisting machinery, etc. Parties about to contract for anything in this line are invited to obtain particulars and prices from the Albro-Clem Company.

Flour-Mill Contracts Placed.—The Nordyke & Marmon Co. of Indianapolis, Ind., has received a large number of contracts recently for complete flour mills and for improvements to established mills. Many of these orders were from the South. Among the recently-filled orders was a complete 50-barrel swing-sifter-system mill at Walcott, Va.; remodeling mill at Barnesville (Ohio) to swing-sifter system; new swing sifter and other machinery for Van Wert (Ohio) mill; double-roller mill, swing sifter, etc., for Cleveland (Col.) mill; three 7x18 double-roller mills, swing sifter, scalper, etc., for Emmettsburg (Iowa) mill; swing sifter and other machinery for Ellsworth (Iowa) mill; ten flour packers for Odessa (Russia) mill, and swing sifter, scalper, etc., for mill at Burnt Mills, Va.

Good Indication of Prosperous Times.—The Bullock Electric Manufacturing Co. of Cincinnati, Ohio, moved into its Norwood plant last December, and at present, although the increased facilities have more than trebled output, so much work is ahead that this week the plant began working night and day. When this firm had its factory at Hunt and Broadway it was recognized as one of the large electrical establishments of the country. The new plant, which the Bullock Electric Manufacturing Co. has built at East Norwood is claimed, next to the General Electric Co. and the Westinghouse Manufacturing Co., to be the largest electrical establishment in America, and no plant is as well equipped with facilities for turning out work and modern con-

venience in machine-shop practice. All the machine tools are driven with individual motors, and the entire absence of belts and shafts makes it a novel factory, which is well worth a visitor's time to inspect, even if he is not especially interested in machine shops.

Genuine Bangor Roofing Slate.—As a suitable material for roofing purposes slate has long been known to builders, not only in this country, but for many centuries to the early inhabitants of Great Britain. Castles found in North Wales with slate roofing covering them entirely present in a most favorable light the many claims for superior advantages which the present miners and makers of slate roofing attribute to it. Architects have been recommending slate more than ever during recent years, and thus the attention of present and prospective builders has been attracted to the slates offered on the market, of which there are many different and we may say indifferent kinds. Of the many brands of slate now offered to the public may be mentioned, as one of the most widely and well known, the genuine Bangor slate, mined and manufactured by the Bangor Excelsior Slate Co. of Easton, Pa. Wherever slate is known there "Bangor" is usually associated with it as a word indicative of the highest quality, and consequently many brands into which the word "Bangor" is incorporated have made their appearance on the market. The Bangor Excelsior Slate Co. has, because of this recent indiscriminate use of the word "Bangor," been forced lately to adopt a trademark so that its well-known goods of standard worth may not be confounded with others of inferior quality. The company lays great stress upon the fact that it has been compelled for the protection of builders and architects to take this step, and calls particular attention to its action. A most interesting booklet on slate, circulars anent the new trade-mark and other printed information may be obtained by those interested.

#### TRADE LITERATURE.

Concerning Tariff on Machinery.—The Gisholt Machine Co. of Madison, Wis., is issuing a circular addressed to the machine trade of this country. The circular concerns tariff on machinery in connection with the growing trade of this country with European markets, and will probably interest a number of American companies. If you are in the machine business and do not receive a copy of the circular in question, then send for one.

Fiber Goods.—The catalogue of the Delaware Hard Fiber Co. of Wilmington, Del., presents a line of goods manufactured from the hard fiber which the company produces; the fiber is a hard, strong board, prepared from cellulose by passing it through a long chemical process, and it is very light and durable. The line of goods shown includes trunks, sample cases, suit cases, shoe cases, hat cases, basket on wheels, warehouse car, etc.

Cable Hoist Conveyors.—The Illustrated pamphlet now before us is devoted to cable hoist conveyors. The class of plants described is to be distinguished from wire rope tramways in the fact that they are designed to move at any one time single loads of several tons weight over comparatively short distances. Further particulars, including full technical description of these plants, may be obtained by writing for booklet. Address the Trenton Iron Co. of Trenton, N. J.

Postal Scales.—The variety of scales now offered to the consuming public is so extensive that scales of any sort for many differing purposes can be obtained. Postal scales have come to have a most gratifying sale, and their vogue in thousands of business offices throughout the country is fully warranted by their advantageous points of excellence and convenience. One of the prominent makers of standard postal scales is the Pelouze Scale & Manufacturing Co. of 133 S. Clinton street, Chicago, which will send booklet of information on request.

Mining Machinery.—Attention is asked to the catalogue No. 5 on improved crushing rolls issued by the Gates Iron Works of Chicago, Ill. Unusual thought and study has been given to this new book, says the company, and it has been the endeavor to make it almost a text-book on the subject. Consistently the Gates Company has been advocating a comparatively low speed for crushing rolls, that is to say, a peripheral speed under rather than over 700 feet per minute. Gates rolls are made heavy, all the journals being exceedingly large and amply

protected. This company aims to cover the entire field in the manufacture of machinery and appliances used in treating ore for the recovery of the precious metals. Several divisions of the subject are made for convenience in issuing catalogues, and general catalogues will be furnished on demand.

Another Enclosed Arc Lamp.—The Morris arc lamp is designed to meet the demand for a long-burning arc lamp for use on constant potential circuits, constructed without complicated mechanism. The carbon-feeding device of this lamp consists of a single solenoid or magnet, the core of which directly engages the carbon rod by means of a washer clutch, and sudden movement of the carbon is checked by means of a self-lubricating dash pot provided with a graphite plunger. That is a description of the Morris enclosed arc lamp in a nutshell. For further particulars write to the Morris Arc Lamp Co., Chester, Pa., for circulars.

#### A FLORIDA PORT.

##### Efforts to Improve the Facilities at Carrabelle.

[Special Cor. Manufacturers' Record.]

Carrabelle, Fla., March 31.

As you are giving much attention to the prosperity of Gulf ports, a few items relative to this town and harbor may be acceptable. Our harbor in particular is worthy of note, being the only one of any commercial importance between Pensacola and Tampa. We have the best of anchorage, well land locked, and load vessels to nineteen feet, yet the government has never, up to this time, spent a dollar on our bar. At the late session of Congress a survey of the bar was ordered, with the view of deepening it to twenty-two feet at mean low tide. This will enable shippers to secure deeper draft craft and can then load to twenty-three feet.

The town is located immediately at the harbor, the waters of which wash the south side, and the Carrabelle river makes the western boundary, a distance of one mile and a half from deep water. One appropriation of \$10,000 has been expended on the river to secure ten feet at low tide. Another of the same amount was secured at the late session to continue the improvement. Our next move will be with the view of deepening it yet more, and, when business shall require, it will be easy to make it the same depth of the outer bar. Then we shall have one of the very best railroad terminals on the Gulf coast.

The town occupies the highest elevation of land on the entire coast between Pensacola and Key West, rising gradually from the water to sixty feet within half a mile. We are fortunate in having excellent well water and very soft. There are few towns in the State so highly favored, unless where they may have artesian wells. Nowhere in the town or its vicinity is any hanging moss to be found on the trees.

The business of our town is principally lumber and naval stores. We have two large steam sawmills here and three more on the line of the railroad. The naval stores depot is the fourth largest in the South, with a constantly increasing business. The fish and oyster business by way of our railroad is not to be overlooked, the principal market being in the towns and cities of Southern and Middle Georgia.

We have a standard-gauge railroad connecting us with Tallahassee. There are now four roads aiming to make Carrabelle their Gulf terminus; two of these are in Georgia, and will likely consolidate at Thomasville, and then connect with our road, the Carrabelle, Tallahassee & Georgia. With a Northern connection, such as this will furnish, and our harbor facilities, there is no reason why our town should not become prominent as a Gulf port.

O. H. KELLEY.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### New Corporations.

There is a possibility that J. E. Patton may open a bank at Lafayette, Ga.

The Atlanta County Bank Association has determined to organize a branch at Dallas, Ga.

There is a possibility that a new bank will be opened at Thomasville, N. C., with \$25,000 capital.

The Commercial Building Co. of Memphis, Tenn., has been chartered, with \$250,000 capital stock.

D. C. Walker and others have formed the bank of Armstrong at Armstrong, Mo., with \$10,000 capital.

T. B. King and others have formed the Brownsville Bank at Brownsville, Tenn., with \$30,000 capital stock.

J. L. Lewis and E. L. Fox are directors in the bank of Humboldt, Tenn., recently chartered with \$50,000 capital.

A company is being formed at Richmond, Ky., under the title of the Southern Investment Co. by local capitalists.

W. S. Alexander and others of Charlotte, N. C., have formed the Southern Loan & Trust Co., with \$10,000 capital stock.

The Argosy Loan Association has been formed in Kansas City, Mo., by T. S. Short and others, with \$150,000 capital stock.

The Farmers' Deposit Bank at Wheatley, Ky., will be capitalized at \$15,000. J. W. Vallandingham of Leitchfield, Ky., is one of the directors.

The twenty-eighth German-American loan association has been formed at Baltimore by George R. Willis and others, with \$525,000 capital stock.

The bank of Shinnston, W. Va., will probably open for business on May 1 with \$25,000 capital. C. A. Short is president, and M. C. Jarrett, cashier.

The Bank of Macon, Miss., has been formed with \$50,000 capital. The officers are W. W. Shannon, president; W. W. Scales, vice-president, and N. Scales, cashier.

William A. Boyd, O. P. Roberts and others are interested in the Commercial Fire Insurance Co. being formed in Baltimore with \$200,000 capital and \$75,000 surplus.

The Marshall Loan Association, recently formed at Valdosta, Ga., will have the following officers: D. C. Ashley, president; W. S. West, vice-president, and R. B. Myddleton, secretary and treasurer.

Charters have recently been granted in Missouri to the Mercantile Town Fire Insurance Co. of St. Louis, the Millers Fire Insurance Co. and the American Town Plate Glass Insurance Co. of Kansas City.

The Carolina Investment Co. has been formed at Norfolk, Va., with \$50,000 capital and the following officers: Benjamin Newgass of London, president; Henry O. Haines of New York, vice-president; Alfred P. Thom of Norfolk, general counsel; Adam Tredwell of Norfolk, secretary and treasurer. The officers and Arthur Lehman of New York, and William H. Taylor of Norfolk, compose the board of directors.

### New Securities.

John O. Rowlett at Edna, Texas, will receive bids until June 16 for \$15,000 worth of 4½ per cent. bonds.

The city of Palestine, Texas, will probably sell \$15,500 worth of refunding

bonds in the near future. Address the mayor.

The town of Johnson City, Tenn., will probably place a bond issue on the market to refund its present debt. Address the mayor.

The Glenwood & Polytechnic Street Railroad Co. of Fort Worth, Texas, has decided to increase its capital stock from \$100,000 to \$200,000.

The Seashore Improvement Co. of Charleston, S. C., has determined to issue \$200,000 in bonds for various improvements. J. S. Lawrence is one of the directors of the company.

Messrs. Kuhn, Lobe & Co. of New York have purchased the issue of \$5,000,000 worth of 4 per cent. bonds of the Norfolk & Western Railway Co.

Atascosa county, Texas, will probably place on the market \$21,500 worth of bonds for improvements. Address the board of commissioners at Pleasanton, Texas.

A. M. Ayres will receive bids until May 1 for an issue of \$100,000 in bonds to be sold by Marshall county, Alabama. They will bear 3½ per cent. interest. He may be addressed at Guntersville, Ala.

The city of Reidsville, N. C., will receive bids for its proposed bond issue of \$32,500 until May 2. The issue includes \$25,000 in 5 per cent. and \$7500 in 6 per cent. bonds. C. N. Evans may be addressed.

The United Railways & Electric Co. of Baltimore has determined to issue \$14,000,000 worth of income bonds in place of the same amount of preferred stock which was originally included in the plan of organization.

A. H. Sinclair, mayor, will receive bids until April 15 for the issue of \$12,000 worth of 4 per cent. building bonds to be sold by Georgetown, Ky. The town may also place on the market later \$8,000 worth bearing the same interest.

The South Carolina & Georgia Railroad Co. will probably indorse an issue of \$1,800,000 worth of 4½ per cent. bonds to be made by the South Carolina & Georgia Extension Railroad Co. This will finance the new line to Spartanburg and other points in South Carolina.

The town of Lexington, Tenn., is considering an issue of \$5,000 worth of school bonds. Address the town clerk.

There is a possibility that the city of Memphis, Tenn., may issue 300,000 in bonds for a city hall if authorized by the legislature. Address the mayor.

### Dividends and Interest.

The Commonwealth Bank of Baltimore has declared a semi-annual dividend of 2 per cent.

The Louisville Trust Co. of Louisville, Ky., has declared a quarterly dividend of 1½ per cent.

The Virginia-Carolina Chemical Co. of Richmond has declared a quarterly dividend of 2 per cent.

The Columbian Finance & Trust Co. of Louisville, Ky., has declared a quarterly dividend of 1½ per cent.

The Farmers National Bank of Annapolis, Md., has declared a semi-annual dividend of 3 per cent.

The Old Dominion Building and Loan Association of Richmond has declared a semi-annual dividend of 3 per cent.

The following interest payments will be made by the Mercantile Trust & Deposit Co. of Baltimore: Catonsville Water Co. first 6s, South Bound Railroad first 5s, Town of Wytheville Water Works 6s, Trinity College of North Carolina 6s, County of Durham, N. C., 6s, City of Norfolk 5s, City of Asheville 6s, Raleigh & Gaston, Seaboard & Roanoke and Raleigh & Augusta Railroad Car Trust 5s, Monongahela River Railroad,

Roanoke & Tar River Railroad 6s, Evening News Building Co. 6s.

### Financial Notes.

The Bank of Montrose, Mo., will probably be reopened in the near future with \$15,000 capital stock.

Richard B. Post has been elected president of the Peabody Fire Insurance Co. of Baltimore, succeeding Thomas I. Cary.

The Brunswick Savings & Trust Co. has been authorized to change its name to the Brunswick Bank & Trust Co. It is located at Brunswick, Ga.

The Fidelity Fire Insurance Co. of Baltimore, it is announced, has purchased the business of the Manufacturers & Merchants' Fire Insurance Co. of Pittsburgh, Pa. A combination will be effected under the title of the Fidelity Company.

Recent changes in Southern bank officers are as follows: First National Bank of Hattiesburg, Miss., P. E. Blacklock, vice-president; National Union Bank, Rock Hill, S. C., W. J. Roddy, president; J. M. Cherry, vice-president, and T. M. Johnson, cashier.

The Realty Trust Co. recently formed in Baltimore is negotiating to secure control of the Drovers & Mechanics National Bank, and it is understood that a proposition made has been accepted. The trust company intends to double its present capital and surplus, making the capital \$1,000,000 and the surplus \$250,000.

The annual statement of the Fidelity & Deposit Co. of Baltimore, recently made public, shows resources amounting to \$4,097,093.20. The Fidelity Building is valued at \$600,000 on the books. The liabilities include \$1,500,000 capital stock and a surplus of \$1,850,000, and the undivided profits amount to \$162,902.22.

### Illinois Central's Growth.

With the acquisition of the lines recently completed in its interest in Mississippi, the Illinois Central Company has nearly 5000 miles of road. It is believed that within the next year it will go beyond these figures and will then be exceeded by but few railroads in the country in point of mileage.

The following branches now under construction will give an idea of the importance and extent of the new mileage which will be a part of this system:

The Tallahatchie branch of the Yazoo & Mississippi Valley is being extended from Phillip, Miss., southeast about sixteen miles to Greenwood. J. C. Neely of Phillip is contractor for the grading and bridging, which is to be completed about April 1, and track is to be laid thereon immediately by the railroad company. It is expected that the line will be in operation about May 1. The Yazoo Delta extension of the Yazoo & Mississippi Valley is from Tutwiler, on the Tallahatchie branch, south about twenty-one miles to Ruleville. This is now completed and in operation. The line from Ruleville south to Moorehead, twenty-one miles, was completed a year ago. From Moorehead south to Lake Dawson, about fifteen miles, grading is finished and the rails will soon be laid. A cut-off three miles in length will be built this summer between Black Bayou and Phillip. J. C. Neely has the contract for grading and will begin work immediately.

The Fort Dodge & Omaha is building from Tara, Ia., a point about six miles west of Fort Dodge, to run west 130 miles to Council Bluffs. It is understood that while this road is entirely distinct from the Illinois Central, it is being built in the interest of that corporation. The new line will not be ready for operation until late in the fall. Graders will begin

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work as soon as the weather permits. Tracklaying will be done by the railroad company. The Canton, Aberdeen & Nashville is building about nine miles of road from Winfield, Ala., on the Kansas City, Memphis & Birmingham line of the Kansas City, Fort Scott & Memphis, to the coal fields in Marion county. Smith & Co. have the grading and bridging contract. It is understood that this line is being built in the interest of the Illinois Central, to enable it to reach to coal fields north of Winfield, and that the Illinois Central will obtain trackage between Winfield and Aberdeen over the Kansas City, Memphis & Birmingham. This line is about ready for operation.
The Ennis Cottonseed Oil Co. of Ennis, Texas, is enlarging and remodeling the capacity of its mill and buildings. The company will install additional machinery.

The following interest payments will be made by the Mercantile Trust & Deposit Co. of Baltimore: Catonsville Water Works 6s, Trinity College of North Carolina 6s, County of Durham, N. C., 6s, City of Norfolk 5s, City of Asheville 6s, Raleigh & Gaston, Seaboard & Roanoke and Raleigh & Augusta Railroad Car Trust 5s, Monongahela River Railroad,
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